

Manufacturers Record

Exponent of America



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MAY 12, 1921
Baltimore, Md.

A Message of Good Cheer to the Nation

COMPTROLLER OF THE CURRENCY.

Washington, May 4, 1921.

My Dear Mr. Edmonds:

I quite agree with you that the discussion about profiteering has probably been overdone. There are, though, very many high peaks which are retarding the ultimate settlement of things and my little talk was not so much a criticism of those things as it was to bring to the people the thought that before we can have real prosperity we must have a return to conditions whereby everybody will have an equal opportunity.

So far as I am concerned I have at all times been for a low rate of interest and in that respect I might call your attention to the fact that the bank of which I was President during the whole time covered by your letter has been loaning money to its depositors at 6% and it has done that at times when it has had to borrow money from the Federal Reserve System for which it paid 6%. I have always taken the position that the banks owed something to the people and that duty was so impelling that it was unethical to compel depositors of a bank and clients of the bank to pay a high rate of interest when they were in need of money badly—that the relation between banker and client was reciprocal—that when depositors did not need their money they trusted it to the bank's safekeeping, and that it was the bank's duty when they did need money to see that they got it at a reasonable and fair rate.

I make no secret about my position on the question of discount rates of the Federal Reserve Bank. I have been and still am very desirous of seeing the rate of discount lowered and I trust that it may come about in a very short time. I feel that it will do very much towards the restoration of business and it will be helpful psychologically in starting a new spirit which must ultimately put courage in the people of the country.

I want to advise you that I commenced as a laborer at 50 cents a day on the highway. I have been a clerk for several years in a grocery store when young; I have worked at a saw mill and at all other kinds of work that young men usually do. I am in a small way connected with a packing plant, of which I was a director; a director in manufacturing enterprises, stock yards, and intimately connected with other industries, so that I feel that I have some understanding of what really is needed.

I want to assure you that I want to have my view at all times looking forward with the hope and purpose of using my energies to build up and improve the business conditions. In this great task I want the support of everybody who is interested, and I feel that we all ought to be interested in that way. * * *

Very truly yours,

D. R. CRISSINGER.

Mr. Richard H. Edmonds,
Editor, Manufacturers Record,
Baltimore, Md.

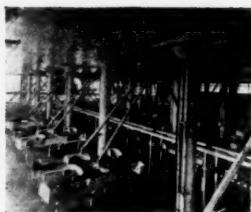
The foregoing extracts from a letter from the Comptroller of the Currency, in reply to a letter to him, are published by permission. They indicate the spirit which now dominates the situation in Washington, a spirit which is already finding expression in lower discount rates and in the advice to banks and business, "Go forward; the way is clear for constructive upbuilding."

Mr. Crissinger's letter confirms the wisdom of the fight which for two years the Manufacturers Record has been making against the deflation policy and the high rates of interest of the Federal Reserve Board.

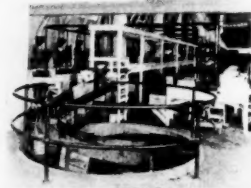
The letter of the Editor of the Manufacturers Record to Mr. Crissinger which called forth the foregoing extremely important statements from him, is published elsewhere in this issue.

3½ Miles of Mathews Conveyers

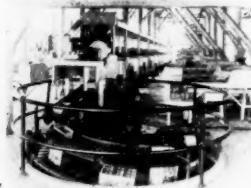
in the World's Largest Raisin Packing Establishment



No. 1. Empty boxes and cartons entering packing room on Mathews Belt Conveyers.



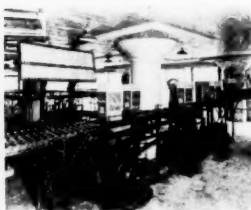
No. 2. Packed cases and cartons of raisins descending by Mathews Gravity Roller Spiral to floor below.



No. 3. Another similar line of Gravity Rollers and spiral conveyers (there are three such lines in all).



No. 4. Mathews Belt Conveyers carrying unsealed packages to automatic check weighers.



No. 5. Gravity Roller Conveyers delivering packages to automatic check weigher.



No. 6. Containers delivered to sealing machines on Mathews Gravity Rollers. Capacity 1,000 packages per hour.

[Extracts from a letter received from Mr. G. G. Watson, Operating Manager of the California Associated Raisin Co., Fresno, Calif.]

THE CALIFORNIA ASSOCIATED COMPANY operates 26 plants in the San Joaquin Valley, where 44 per cent of the world's raisin crop is produced.

"Before the forming of the California Associated Raisin Co., the total output of California was 70,000 tons yearly. It was thought impossible to sell another pound. In 1920 the California Associated Raisin Co. alone handled 160,000 tons.

Some Interesting Figures

"If all the seedless raisin cartons used by the California Associated Raisin Co., last year were placed end to end they would reach from Fresno, Calif., to Constantinople, a distance of 9,340 miles. Nearly 200,000,000 board feet of lumber were necessary to furnish the wood packing cases. It would take the average mill ten months to cut and saw this lumber.

"11,000 gallons of silicate of soda were used to seal the paper cartons. This is as much as the winter rainfall.

18,850 feet of Mathews Conveyers in Use

"The variety and extent of these manufacturing processes and the fact that Mathews Conveyers are used in practically every one of them, testifies most eloquently to the flexibility of the conveyers.

"In the old days all of our raw and packed goods were moved about the packing house on old-fashioned floor trucks, entailing a large labor expense, endless confusion and expensive wear and tear on the floor. Whether the distance is long or short we are able with a small section of gravity conveyor to almost eliminate the floor truck.

"In the shipping and warehouse departments of our largest plants at Sun Maid City a continuous conveyor system of belt lifts and gravity drops leaves no spot in the place more than 16 feet from the main conveyor.

"We have installed in our plant at present 18,850 feet of Mathews Gravity Conveyor."

MATHEWS
SPEED ECONOMY
GRAVITY ROLLER CONVEYER

The above extracts make further comment unnecessary except that we maintain engineering service departments in all principle cities.

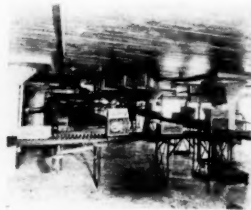
Our nearest engineer will be glad to lay out a system to meet your special needs and give you an estimate of the cost. This service will not obligate you in any way.

Write today for catalogue.

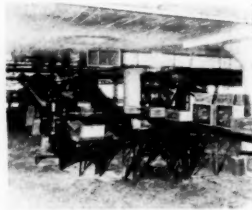
MATHEWS GRAVITY CARRIER CO.

147 Tenth Street, Elwood City, Penna.

BRANCH FACTORIES Port Hope, Ontario;--London, England



No. 7. Another installation similar to one at left.



No. 8. Boxes arriving at lidding machines; thence by belt booster to distributing belt shown in Fig. 10.



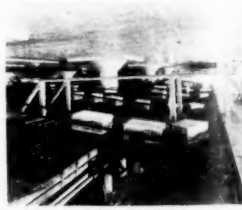
No. 14. Removable Gravity Roller Section for crossing car tracks.



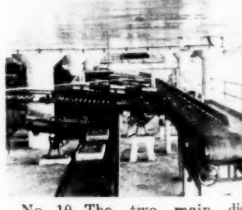
No. 13. Shipping platform. Belt conveyor extends full length.



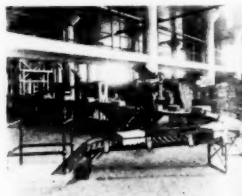
No. 12. Right—Main line to storage room. Left—Main artery to shipping platform.



No. 11. Five Mathews conveyers ejecting to main distributing belt conveyor at the same time.



No. 10. The two main distributing belt conveyers—Capacity 5,000 packages per hour each. All conveyor lines previously shown converge here.



No. 9. Boxes of bulk raisins being weighed and lidded on Mathews Roller Conveyers.

Manufacturers Record

Exponent of America

MAY 12, 1921

Volume LXXIX

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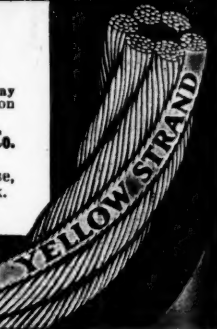
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Manufacturers Record

EXPONENT OF AMERICA

Devoted to the Upbuilding of the Nation Through the Development
of the South and Southwest as the Nation's Greatest Material Asset

Trade-Name Registered in the U. S. Patent Office

Vol. LXXIX, No. 19
WEEKLY.

BALTIMORE, MAY 12, 1921.

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In order to avoid delays all correspondence pertaining to news or advertising matters should be addressed directly to the Manufacturers Record, Baltimore, Md., and not to individual editors, officers, employees or any branch office.

HOW RICHMOND AND THE MANUFACTURERS RECORD MET AN EMERGENCY.

IN 1904 when Baltimore was swept by the great fire which in twenty-four hours wiped out almost the entire business section of the city, fifty-seven printing offices were destroyed. After the fire had been raging all day Sunday and Sunday night, the officers of the Manufacturers Record met early Monday to decide what to do, and the decision reached was to get out that week's issue on time, in Philadelphia, New York, or wherever a contract could be made. The printers and their foremen said it was humanly impossible to do so, and that no printing office in the United States could within two days put into shape the Manufacturers Record, duplicating every one of the thousand or more advertisements in it. The reply of the officers was that it must be done regardless of cost or difficulties, and three men started out with instructions not to return to Baltimore until one of them had closed a contract for printing that week's issue.

The contract was made with a big Philadelphia concern, and by early Tuesday copy for news and editorial and advertising columns was being rushed by special messenger to that city. Permission was granted by the Post Office Department to mail from Philadelphia, but the printers there were one day late in delivering the finished job. Every advertisement of the preceding week had been exactly duplicated by photo-electrotyping. It was a herculean job, and the Manufacturers Record received thousands of letters of appreciation and commendation from all parts of the country.

We have surpassed that achievement in transferring the entire printing of the Manufacturers Record on short notice from Baltimore to a Richmond plant. When we found that a strike of the printers in Baltimore was inevitable, having previously investigated various printing shops in New York, Philadelphia, Chicago, Richmond and other points, we decided that the work could be done in Richmond; and because Richmond is a Southern city and typical of the wonderful rejuvenation of the South from the poverty of the Civil War to the progress and prosperity of these later years, we gave the contract to a Richmond plant. Our force was divided. A number of the members of our staff from the business and editorial departments were hurried to Richmond. The work was put under way and a 244-page paper was printed in record-breaking time and mailed from Richmond not only without an hour's delay over the usual mailing time but indeed a few hours ahead of time.

We confess to some degree of pride in the achievement made by our own force in handling the work, but still greater credit is due to the printing plant in Richmond which arose to such a sudden emergency and handled last week's issue of the Manufacturers Record and every issue of the Daily Bulletin since May 2, with such celerity and accuracy that if we had not made the announcement of the transfer of printing none of our subscribers or advertisers would have been able to note the difference in looks from the preceding issues.

We regard this not simply in the light of an achievement by this paper and the Richmond printing office which is handling it, but we regard the work done in Richmond as an illustration of the energy and the initiative and vigor with which the business people of the South can meet any emergency thrown upon them. The work done in Richmond was far more difficult than the work which we undertook to do in Philadelphia after the fire of 1904, because the size of the paper and its circulation were much larger. Many people in 1904 thought that we had made a wonderful achievement in being only a day late in that issue, but it was not so great as the achievement now made through the co-operation of a Richmond printing plant.

The spirit of doing things, the spirit of achievement, the spirit which dares to undertake and carry through an important piece of work in short order, typified in this Richmond work, is the spirit which brought the South from

the overwhelming poverty of 1865 to the marvelous advancement which it has made since then.

Richmond is to be congratulated; but more than that, the South is to be congratulated that in this particular case it has given a shining example of how other plants handling other work can meet any emergency which may be thrown upon them.

Some people, not knowing the South, not realizing what it has achieved under the most adverse conditions ever faced by any country of modern times, except Russia, which is still in chaos, have scarcely realized that in push and go-ahead-iveness, in achievement, in energy, vigor and virility of its people, the South can match any race on the face of the earth.

We do not know what problems we shall yet have to meet and solve; but we do feel like extending our congratulations to the entire city of Richmond that it had a printing office which on short notice could meet so great a problem as the printing of a 244-page issue of the Manufacturers Record, and do it so that we even mailed ahead of time. We trust that we shall be able to meet all the other problems which may from time to time come to us with equally as great co-operation and success.

Hats off to Richmond.

THE PRINTERS' STRIKE AND THE QUESTION IT RAISES.

AMONG the many letters which have been received by the Manufacturers Record from all parts of the country in regard to the printers' strike, there are some of special interest. One is from Mr. William T. Harding, of Raleigh, president of the Southern Metal Trades Association, in which he says, "If there ever was a publication that has taken the part of honest labor and which should receive honest labor's support in a crisis such as you are facing now, it is the Manufacturers Record."

Another of a similar tenor is from the Machinery Clearing House of Indianapolis, in which Mr. S. P. Gray writes: "It seems to us that as good a friend as you have been to the working men's real interests that any set of men who had it in their power to do so would have made some arrangement to have had the Record come out as usual. Any printer associated in any way with its publication that would put it in such a shape as to cause such a loss and inconvenience to you and also your thousands of readers would steal a mother's milk from a blind baby."

Many of the men in the printing office where the Manufacturers Record was handled for nearly forty years are fine types of patriotic American citizens; some of them have been there for twenty-five or thirty years, and we have no word of criticism against some of these individual men, except that they are permitting the Typographical Union to absolutely dictate to them what they shall or shall not do. Because the union said they must walk out and refuse to work unless they were granted an increase of 25 per cent in wages and a decrease of four hours in time, with pay and a half for overtime, making nearly a net increase of 37½ per cent, they went on strike.

One of the most regrettable things connected with the labor situation is that men of this character are so completely dominated by their unions that they have no volition of their own and are afraid to do anything contrary to the dictates of radicalism which is ruling the

unions today. In this situation is one of the great dangers faced by our country, a danger so serious that it behooves every intelligent man to recognize his responsibility to human liberty to stand against such a dominating spirit of unionism, but at the same time to deal with individual men as he would wish to be treated under similar circumstances. The Golden Rule can still solve many problems of the hour if intelligently and honestly followed.

The Manufacturers Record has for many years demanded full wages for labor. We believe in liberal wages, and though the Manufacturers Record has no financial interest in the plant in which it has been printed for nearly forty years, it has always said to the owners of that plant whenever the question of wages was raised, that so far as we were concerned they could advance the wages and advance the cost to us. We believe that every honest, hard-working man should have a living wage, as far as that may be possible, but to ask for an increase of wages and for shorter hours now shows unspeakable folly.

We have fought for better prices for the farmer and better wages for the laboring man, and in this respect have often run entirely contrary to the views of some who sought to break down farm products, wages and prices, but we have at the same time always fought against the drastic power of union labor as it is now controlled. We have seen in the present labor situation a great danger to American liberty and to the welfare of laborers themselves. We repeat what we have said many times before that if membership in a labor union was a badge of honor and patriotism and a certificate of character and efficiency, most employers would prefer to deal with members of labor unions. But membership in a labor union is no longer a certificate of honor, of character, or efficiency, nor is it even a badge of patriotism.

It has been the policy of labor unions under the radical leadership of recent years to disregard law, to foment strife, and to ignore patriotism, as illustrated in the fact that there were six thousand strikes of two million members of labor unions during the war, shutting off, as far as might be in their power, the supply of munitions to the soldiers on the battlefield who were offering their lives for the safety of these very union men and their wives and children. It has too often been the case that labor leaders defended the murder of non-union men merely in order to keep them from working. So great was the power of labor unions some years ago that they succeeded in dominating politics and in securing from Congress legislation which made them immune from prosecution for what in others would have been criminal offenses.

The present strike of union printers is based on a demand for an advance in wages and for shorter hours when millions of men are idle, seeking in vain for work, though no man who works only eight hours can ever possibly make a great success morally or financially for himself. No farmer, no physician, no preacher, no teacher, no laboring man, who confines his work strictly to eight hours a day can ever hope to achieve great things for himself or for the world. But the printers, not content with this situation, have demanded a reduction to 44 hours a week and pay and a half for all overtime, in addition to a straight demand for a 25 per cent advance in wages. We believe that in making this demand and going on a strike to enforce it they are making a very great blunder, which will inevitably react on them and intensify public sentiment against union labor. Every strike at the present time for higher wages or shorter hours only drives deeper into the heart of the American people a determination that union labor shall not control this country and increases the demand for the open shop as the only safeguard to individual and national liberty.

A NEW AND SANE TREASURY POLICY.

ON OUR cover page of April 14, under the heading "Glory Be, the Wheels Are to Move Again," we said that events showed that somebody had read the riot act to Governor Harding, that he had been given his orders, and that a reversal of the wrecking policy of the Federal Reserve Board, for which Governor Harding and former Secretary of the Treasury Houston were responsible, was inevitable and imminent.

Governor Harding is quoted in the press as saying that there has been no change of policy on the part of the Federal Reserve Board, but that the reduction in the discount rate by the Boston, New York and Atlanta regional banks is merely a natural outcome of improved reserves. Few will be so gullible as to believe that the reductions would have been permitted, or even considered, had former Secretary Houston and Governor Harding remained in control of the situation. Indeed, even as Governor Harding was emphasizing his view that no change of policy was involved, Secretary Mellon, according to the Washington Herald, was telling the newspaper men that lower rates will soon be instituted by the Reserve Banks everywhere else in the country, and Treasury officials were passing out the information that reduction in discount rates would terminate the period of "liquidation and credit shrinkage."

The Administration stands for prosperity. The whole atmosphere of Washington now is directed toward correction of monumental blunders, particularly of the most monumental of all blunders, namely, bankruptcy by credit control, and it is impossible for Governor Harding or any other man to resist successfully the tendency forward and onward. That is why he intimates now that the cure for frozen credits is a lower discount rate—or so his position is interpreted—when only last fall he was taking the position that higher discount rates were the cure for frozen credits. He can turn a summersault, but he cannot do it without the public seeing him in the act. The plain fact is that his whole policy is being repudiated and overthrown—gently, perhaps, in the beginning, but most certainly. The sun of his authority has set and there is left but a withered path to show its course.

The immediate effects of the new and sane treasury policy—for which we have been fighting these many months—was inspiring and stimulating. As the new policy comes more fully into operation, followed later by additional reduction in the discount rate, men will feel that once more they may engage in business without fear of bankruptcy by having their loans called at inopportune times. The vivifying power of credit will put strength and energy back into aemic industry and once more the machinery of enterprise will begin to function.

Governor Harding may handspring as he will, but the country understands that the new policy is not his policy, that he and his theorems have been repudiated and the program of solvency has been adopted not because of but in spite of him.

Improvement Reported Due to Easier Financial Conditions.

Morgan Timber Company, Flomaton, Ala.—We are herewith enclosing you our check for \$6.50 as per your statement attached.

We glory in the way you have been handing it to the Federal Reserve Board and hope that you will keep it up, as we are already feeling the good effects of their latest policy.

CONVICTED BY HIS OWN WORDS IS GOV. W. P. G. HARDING.

DEFLATION, however, merely for the sake of deflation and a speedy return to 'normal'—deflation merely for the sake of restoring security values and community prices to their pre-war levels without regard to other consequences, would be an insensate proceeding in the existing posture of national and world affairs.

"It must never be forgotten that productive industry is profoundly affected by credit conditions. Modern business is done on credit. One of its life-giving principles is credit. The mood and temper of the business community are deeply affected by the state of credit and may easily be disturbed by ill-considered or precipitate action. A system of credit control must always be judged by what it does to maintain a healthy condition of mind on the part of all sections and classes of the producing community. The ultimate test of the functioning of a credit system must be found in what it does to promote and increase the production of goods. True in general, the truth of this observation deserves to be particularly emphasized in the present deranged state of world industry and world trade when production, is the crying need of the hour everywhere.

"Too rapid or too drastic deflation would defeat the very purpose of a well-regulated credit system by the needless unsettlement of mind it would produce and the disastrous reaction that such unsettlement would have upon productive industry."

"The Federal Reserve System has met the requirements of war and readjustment by expanding without, however, encroaching upon its legal reserves; it is capable, if need be, of expanding still further without having recourse to the emergency provisions of the act, and very much further by availing itself of those provisions."

The above thoughts and statements of truth, in the main, represent in brief the principles for which the Manufacturers Record has been contending these many months. The text, however, is not ours. The excerpts are taken from the Sixth Annual Report of the Federal Reserve Board and are signed by W. P. G. Harding, Governor.

Governor Harding said that "a system of credit control must always be judged by what it does to maintain a healthy condition of mind on the part of all sections and classes of the producing community. The ultimate test of the functioning of a credit system must be found in what it does to promote and increase the production of goods." We accept Governor Harding's definition of tests for a credit system and we ask if the system he controls, under his control, has maintained "a healthy condition of mind," not of all sections and classes of producers, but of any section or class of producers. Applying his second test, the answer in the fields is a gigantic movement for the curtailment of crops, so much so that officers of the Government have been engaged, properly, in conferences as to how best to assure such curtailment, made necessary by the Harding control of credit. That is the answer in the fields. In the factories the millions thrown out of employment and the complete stoppage of any production in many industries speaks more eloquently than can words of ours. By his own tests, Governor Harding's policy stands condemned as a complete and fearful failure.

In the same report, after showing how further great expansion was possible without impairment of the legal reserves, Governor Harding went on to say: "But the time has come for it (the Board) to demonstrate its power to move in the opposite direction, and to prove its ability to do so without shock and with a minimum disturbance of business and industry."

Did it prove that ability? Testifying before the Joint Agricultural Committees of the two Houses in Washington in December, Governor Harding recounted the steps which had been taken to force liquidation, and added:

"Up to the middle of September we thought we would be successful."

"The discount rate is an indispensable factor in the regulation and control of credit."

"Radical and drastic deflation is not, therefore, in contemplation, nor is a policy of further expansion."

The first of these excerpts knocks the bottom from under any contentions Governor Harding has since made that his credit policy had nothing to do with the commodity panic. The second excerpt shows that an official and definite promise had been made to the producers of the United States that there would be no drastic deflation. The deflation, as everybody knows, has deflated the price of cotton from, say, 36 cents a pound to 12 cents a pound or less, or knocked two-thirds out of the value. If that is not drastic, we wonder what is. The promise was not kept.

There is another vital point. In this same 1919 report, Governor Harding said:

"It should be recognized that credits extended to Europe create a demand for commodities that competes with the domestic demand and this competition is one of the potent causes of high prices."

Three months earlier President Wilson had promised the railroad employees that the cost of living would be reduced. Four months later Secretary Houston was abolishing the War Finance Corporation just as it was about to grant large credits for cotton exports, and he was also expressing himself as believing that exports kept up the high cost of living at home. Yet now Governor Harding is going about the country telling the people that the way to revive industry is to revive foreign trade, and he has been offered leadership in an Edge banking corporation formed to provide credits for such trade.

It does not take much vision to know now what happened. The pledge that there would not be drastic deflation was followed by a program that forced the most drastic and rapid deflation the world has ever known. Because foreign buying was keeping up commodity prices in the United States, credits were stopped overnight and this foreign competition brought to an end.

No sane men need any longer doubt what has caused the economic stagnation and frightful financial losses of the last year. One of the men responsible is out of office, put out by the largest vote in American history, and Houston who led in the work, has likewise gone. The remaining responsible official should pay the penalty for his colossal failure by also retiring. We do not believe the report that President Harding wishes to retain him.

ENGLAND REPUDIATES THE POLICY OF DEAR MONEY.

CABLES from London state that the reduction in the bank rate is construed by financiers to mean "final abandonment of the policy of dear money." They have not had in England "dear money" as we have known it in this country. That is why England is not bankrupt. In France, all along, the maintenance of morale in business has been recognized as essential and the discount rate has been kept generously low. Only in the United States was it considered good policy so to manipulate the finances as to magnify the exchange differentials, almost wrecking our foreign trade, convert the profit of great crops into the most terrifying losses ever known in economic history and bleed industry until it all but utterly collapsed. Only in America was it considered wise to add to the burden of public debt, billions of private debt, representing the losses of farmers and others, for the payment of which they must labor these years to come. No wonder the "dear money" advocates have been repudiated in England

in Sweden and in Switzerland. No wonder they are being repudiated in the United States by an administration which considers it axiomatic that prosperity is preferable to bankruptcy.

The bank rate, which has stood at 7 per cent for the year, was reduced to 6½ per cent by the directors of the Bank of England on April 28, according to a cablegram received from Commercial Attache Dennis on that date. Stimulation in business is anticipated as a result of cheaper money.—From Commerce Reports, issued by United States Department of Commerce.

It is interesting to note this official statement from the Department of Commerce that lower money rates in England are expected to stimulate business. Should not similar stimulations come to America by lower rates, despite the theory of some so-called financiers that the way to save the country is to break down business so that less credit and less money will be needed to handle what is left? And then the air of superior wisdom which these would-be financiers put on as though they and they alone understood these questions!

A BIT OF GERMAN PROPAGANDA.

A GOVERNMENT official calls the attention of the Manufacturers Record to what he regards as a subtle piece of German propaganda, which reached him by mail, from an American publishing concern. Referring to this as a "piece of German propaganda," he writes:

"The seductive form of the propaganda is only equalled by the unique character of its distribution and the over-developed nerve of the author in the 'America First' signature adopted."

The circular referred to is as follows:

"Cold Hard Facts Concerning International Affairs.

"If you are an observer of developing international matters you must be aware that we may soon enter a struggle with Japan for our interests in the Pacific Ocean.

"If that becomes a fact then we will not only have to face that power but, on account of existing alliances between it and other powers, we will in all likelihood be compelled to face a coalition.

"At this time the United States has no friend among big nations upon whose good will we can depend. In former years we had such a friend but the past few years have impaired the strength of that friend.

"However, we can again create the friendship of a foreign power which will serve as a counter balance, provided our Congress and our Administration will make a speedy peace with Germany on terms of greatest liberality consistent with the honor and the interests of the United States.

"This is the situation, stripped of all details and brought down to first principles.

"If you believe this correct write your Congressman and your Senators at Washington, urging that they bring about a speedy peace on terms as here outlined. Thereby you will render a distinct service to your country. Don't delay, write NOW.

Yours truly,

"AMERICA FIRST ASSOCIATION."

The unblushing effrontery, the unspeakable gall of the German propaganda in distributing this circular through the mails, signed "America First Association," is on a par with all of the criminal propaganda activities of Germany. Here is the cringing appeal of the coward, of course under an anonymous signature, to the effect that we must cultivate friendship with Germany in order to safeguard ourselves against Japan! It is all in keeping with Germany's methods in the past, and Germany's hellish activities in the present. We do not want Hell as an ally, even against Japan.

Withholding Vitally Important News From the Public

A SOUTH CAROLINA subscriber to the Manufacturers Record recently called attention to an editorial in The State, of Columbia, defending the Federal Reserve Board against the very serious charges which were made against that body. This subscriber asked us if we would not write The State, setting forth some facts, as in this way the truth as recently presented by Mr. John Skelton Williams, formerly a member of the Federal Reserve Board, would reach the readers of The State. Complying with the suggestion the Manufacturers Record sent to The State a letter, with a brief request, as follows:

Baltimore, April 30, 1921.

Editor The State,
Columbia, S. C.

Dear Sir:

In justice to the public, I trust that you will do me the favor to publish the enclosed letter. If you cannot do so, will you kindly return it, for which stamped envelope is enclosed.

Very truly yours,

RICHARD H. EDMONDS,
Editor.

In reply we have the following letter:

Columbia, S. C., May 2, 1921.

Mr. Richard H. Edmonds, Editor,
Manufacturers Record,
Baltimore, Md.

Dear Sir:

In response to your letter of April 29: the poor privilege is left to you and me as editors to determine what to print in "justice to the public."

I am unable to see, judging for The State, that "justice to the public" calls for publication of your communication. It is not addressed to the main contention of The State's editorial of April 27, indicated by the heading, "Other Countries Too."

As for ignoring the speech of Mr. John Skelton Williams, a gentleman held by The State in high regard, speeches from distinguished men often receive no comment from The State, as, for example, one from Governor Harding happens to be upon my desk at the moment.

Were you without an organ of publicity, The State would print your article, remotely pertinent as it seems to be to The State's editorial. I can hardly think that you intend to intimate that the Manufacturers Record is inadequate to reply to The State, and I can see no reason why The State should carry the whole mechanical burden of this controversy, with most of Mr. Williams' article as an exhibit, at the suggestion of the Manufacturers Record.

If you intend to say that your publication is not suited for your presentation of this subject, and you prefer The State as the medium of discussion, in courtesy to you, not in "justice to the public," I shall be glad to print your article, waiving the circumstance that it is scarcely germane to The State's editorial.

If this be the ground of your request, I would like it plainly stated.

Yours truly,

W. W. BALL,
Editor of The State.

The Manufacturers Record does not pretend to reach the thousands of farmers and others in South Carolina reached by a local daily paper, and this, of course, the Editor of The State well knows. Our aim, therefore, was simply to present to the people who read The State the actual facts in regard to the criticisms of the Federal Reserve Board by Mr. John Skelton Williams. We have no desire to impose upon the proffered consideration of the editor of The State in his willingness to waive his non-publication of a letter, unless it be done as a favor, for our only reason for asking its publication was in justice to the public which had been misled by The State's presentation of the Federal Reserve Board. The State very well knows that its suppression of the facts presented by

Mr. Williams has denied to its readers the privilege of knowing the justice of the charges against the Federal Reserve Board.

Fair-minded newspapers are generally willing to give their readers the opportunity of reading the other side, even when in opposition to their own editorial views. But the plan of suppression of news vital to the welfare of the people of South Carolina, and of other Southern States, is a plan which unfortunately has been adopted by several papers in the South.

The intimation of The State that the extracts quoted compose "most of Mr. Williams' article" shows that the editor of The State had not read Mr. Williams' speech, or else has thoroughly misrepresented the matter. Mr. Williams' address as published in the Manufacturers Record, covered about seven pages, or approximately 14,000 words. The quotations from Mr. Williams' speech which we asked The State to publish covered only about 1,000 words.

In justice to the readers of The State who have not had the privilege of reading what the Manufacturers Record and Mr. Williams have said about the Federal Reserve Board, we give the following letter, which is the one that The State has declined to publish for the very weak excuse given in the letter of the editor under date of May 2:

Baltimore, April 29, 1921.

Editor The State,
Columbia, S. C.

Dear Sir:

In your issue of April 27 in defending the Federal Reserve Board against the criticisms of the Manufacturers Record, you have entirely ignored the opportunity of giving your readers the views of Mr. John Skelton Williams, former Comptroller of the Currency and a member of the Federal Reserve Board, who in an address published in the Manufacturers Record last week has made much stronger statements against the deflation policy of the Federal Reserve Board than the Manufacturers Record has ever made.

You will remember that when Mr. Williams resigned on March 3 from the Federal Reserve Board, he received from President Wilson a letter of enthusiastic commendation for the work which he had done.

In his address Mr. Williams quotes his letters to the other members of the Board, in which for months he had been protesting with all the vigor at his command against its deflation policy as ruinous to the business interests of the country. He quoted Governor Harding as saying, "our deflation analogous to puncturing balloon to let out gas."

In reply to that Mr. Williams wrote to Mr. Harding that sensible men bring down balloons by careful handling of valve ropes and ballast, not by driving a hole in the bag and precipitating collapse and ruin.

He pointed out in his speech some of the extortionate interest rates charged by Reserve Banks, and quoted one instance where a small bank in Alabama paid at the rate of 45 per cent in crop moving time for the use of \$112,000 for two weeks; and he cited an instance of a New York bank borrowing from the Reserve Bank at 6 per cent and lending a customer \$500,000 on collateral on a basis which net the lending bank about 200 per cent for six months' use of the money. Against these things Mr. Williams protested in vain.

In the course of his speech he said:

"I believe Congress should so amend the Federal Reserve Act as to make it not only fool-proof and crook-proof, but immune from the disease which I coin a word to describe as 'bureau mania.' * * * * "Using my privilege as an ex-officio member, one of a total of seven members, of the Federal Reserve Board I have filed protests as strong as I could make them against failure to use the Board's power to correct or modify the wrongs and evils which I thought I could see very distinctly. I regret to say that my remonstrances and appeals seemed to create in a majority of my fellow-members the mood of an old gentleman aroused rudely from a nap. They were more querulous than interested; seemed to be more intent on constructing a snarling retort than of considering whether there was need of reform or correction."

In giving some particulars in regard to the 200 per cent earned by a New York bank on a six months' transaction, Mr. Williams said:

"When that 200 per cent transaction was referred to in a meeting of the Reserve Board, one member to my amazement was disposed to condone or defend it on the ground, as he expressed it, that 'the banks all charge such rates, more or less.' I resented his imputation upon the banks of the country, and I am happy to say that his opinion cannot be sustained, for the vast majority of banks in this country of which I am informed conduct their business on a very different plane, and would not be guilty of exacting such extortionate rates of interest as I have referred to, which might well bring the blush of shame to Shylock's cheeks."

"* * * * * I think I made it quite clear to the Federal Reserve Board that certain favored institutions to which a certain prominent Federal Reserve Bank had handed out enormous sums of money, were employing their funds largely in the promotion of speculations of divers kinds, and I called attention to various instances where the executive officers of certain large debtor member banks were borrowing heavily from their own banks for their speculative ventures and hazardous promotions, and were also borrowing from other banks to which the Federal Reserve Bank was advancing large sums of money."

Further on in his speech Mr. Williams said:

"* * * * * There has, in my opinion, been an indefensible withholding of credit in many of the producing sections of the country when sorely needed. I stated frankly at a meeting of the Federal Reserve Board not many weeks ago that a high ratio of reserve indicating useless impounding of funds in Reserve banks under existing conditions, when money is so badly wanted for the legitimate purposes of agriculture and business of all kinds, was a thing for the Board to be ashamed of rather than to boast of."

"The time has come, in my judgment, when the rates of Federal Reserve banks in all districts should be reduced to a maximum of 6 per cent per annum."

"On United States Government bonds, purchased and subscribed for at par, upon which the banks are now lending the original subscribers, the discount rate to member banks should be reduced to 4½ per cent with a proviso that the member bank shall reduce the rate to its customer to not exceeding 5 per cent."

"* * * * * Precisely in point with what I have been saying and as illustration of what I may call callous, if not the BRUTAL, attitude of some of our officials, let me read you a paragraph or two from the New York financial article printed in the newspaper the day before yesterday."

"From a talk I had today with one of the important officials of the Federal Reserve Bank here it appears that there is a consensus of opinion among the different governors of the Federal Reserve banks favoring a continuation of present policies despite the criticism heard from all quarters for lower interest rates and withdrawal of pressure to force payment of outstanding loans. There are three general policies which might be adopted, it was pointed out. One would be to ease up on interest rates, but that policy, with the heavy inflow of gold, it was argued, might result in a renewal of dangerous speculation and inflation. Another policy might be adopted that would result in putting on still more pressure, thus cleaning up the afterwar mess in a hurry and getting it over. But if that course were adopted, it was pointed out, 'we would be a long time in picking up the pieces caused by the many forced failures.' By far the best plan, it was argued, was the one now being followed, which permits 'continuous, but moderate liquidation.'"

"One policy 'might' cause renewal of dangerous inflation and speculation. Another would mean a panic forced by unskillful or indifferent management of the machinery ably devised to prevent panics. It is proposed to check disease, and relieve doctors and nurses of trouble and responsibility by killing all the patients in the hospitals—a plan actually under discussion being to restore business to general sound condition by a preliminary massacre of business."

"The now prevailing method is supposed to be a compromise between these two, and we are told there is a consensus of opinion among the Governors of the Federal Reserve Bank to let it continue! Apparently, it has not occurred to the Board that it may be possible, by anxious and alert vigilance and careful responsiveness to daily situations and varying sectional requirements, to avoid either of the alternatives described above—delirium on

one side, death on another, or a sleeping sickness as at present. The man who put an automobile on the road with steering gear set and let it run, or the doctor who failed to adapt his treatment to stimulate or retard heart action, as conditions indicated, would be liable to indictment for murder. The policy outlined in this newspaper paragraph, as obtained from a Federal Reserve Bank official, is precisely that against which I war and against which I hope all of us will war. It is the policy of setting the steering gear and letting her go, of applying the same treatment to high fever and paralysis—the bureau method of hard and fixed rules. The Federal Reserve system was not intended to be worked that way. It presupposes attention, intelligence, flexibility of thought in those who operate it, the capacity to feel and understand and to value the welfare of the country and of each of the individuals composing it as more important than official dignity, pride in an adopted policy, or blind and slavish allegiance to rules by those who first create them and then abjectly worship them."

These are only a few brief extracts from a speech made by Mr. Williams which confirms every protest of the Manufacturers Record, and which I regarded as so essentially important to the welfare of the country that I published it in full. It far and away more than confirms every charge made by the Manufacturers Record against the deflation policy of the Federal Reserve Board, but there is a vast amount not yet uncovered which will some day have to come to light."

During my fight of the last two years against the Federal Reserve Board's activities I knew nothing whatever in regard to the views of Mr. Williams, with the exception of a letter from a relative of his saying that he thought Mr. Williams was opposed to the deflation policy of Houston and Harding and other members of the Board. My reply was that if this were true, Mr. Williams could render this country a service of inestimable value if he came out from the Board, resigning if necessary, in order to make the fight in the open. I wish he had done this a year ago, but he felt that possibly by remaining in the Board he might have a greater influence with the other members than if he resigned in order to fight them from the outside."

Mr. Harding's determination to puncture what he called the "inflated balloon of business" and thus bring it with a crash to the earth, was not only shortsighted, impolitic, and uneconomic, but was brutal and cold blooded in its effect upon the country. It has well-nigh destroyed the business activities of the country, and brought about a decline in farm, factory and mine products and securities during the last twelve months of over \$25,000,000,000, or more than the entire cost of the war to us."

In this campaign of deflation the burden of carrying our bonded indebtedness has been doubled, for measured in terms of human energy and products, it will take more than twice as much cotton, or wheat, or corn, and more than twice as much labor, to pay our bonds as it would have taken under the prices prevailing when the bonds were issued."

The actual facts presented by Mr. Williams in his epoch-making address need only to be studied by the American people to enable them to see that there is no possible foundation for any defense of the Federal Reserve Board's work in its campaign to break down prices. When the farmers and others have been denounced for profiteering, it must be remembered that the Federal Reserve Bank of New York last year earned over 200 per cent net profit, and the other Federal Reserve Banks earned almost proportionately as much."

Very truly yours,

RICHARD H. EDMONDS,

Editor.

APPRECIATED CO-OPERATION AND COMMENDATION.

WE HAVE been overwhelmed with letters from subscribers and advertisers expressing appreciation of what the Manufacturers Record is doing to meet the emergency of the printers' strike. It is impossible for us to publish these letters, or even to acknowledge the receipt of all of them under present conditions. Nevertheless, they are thoroughly appreciated.

Profiteering by Federal Reserve System Greater than Profiteering by Business Men, and More Responsible for Business Depression

IN A RECENT address by Comptroller of the Currency D. R. Crissenger there was a rather vigorous berating of the retail trade for not having reduced its prices, and charging retailers with profiteering. We think many Washington authorities at the present time are sending forth statements of this kind, to the very great injury of the country. This is very much in keeping with the campaign inaugurated by Mr. Wilson in August, 1919, when he definitely promised the railroad workers the full power of the Government to break down the cost of living. In breaking down the cost of living the prosperity of the country was broken down.

In an address on the business situation in Lynchburg, Virginia, Mr. A. F. Thomas recently presented some interesting suggestions in regard to the unwisdom of the deflation campaign of prices, and the deflation work of the Reserve Board, in the course of which he said:

"The more I study people, the more I am impressed that if the Lord was vindictive, really desiring to be cruel to His creatures, He would only have to answer their prayers to satiate His desire for vengeance. Like blind Samson, they generally pull down the temple upon their own heads. They knew there was something wrong, and jumped to the conclusion that high prices were the source of the trouble. Hence public clamor demanded that the cost of living be reduced. Instability of the standard due to continual inflation was the cause, but they did not discover it."

Referring to the great shrinkage which followed inflation, Mr. Thomas said:

"The stark unwisdom of it is most striking when it is apparent that it could have been avoided. The fact that inflation had taken place furnishes no excuse for deflation. * * * The more just and scientific course would have been to stop further inflation, but keeping what we had so as to stabilize the standard of values, thus enabling debtors to have liquidated their obligations in the same measure in which they were contracted."

Mr. Thomas also adds that he was so much impressed with this situation that early in 1919 he tried to press the matter upon Mr. Caldwell Hardy, Governor of the Federal Reserve District of Richmond, urging that the Board adopt a policy of stabilization to avoid the condition which we face today.

In connection with the statements with which the country is being flooded from the Federal Trade Commission, an organization which has been noted for the unwisdom of its utterances, and from other Government organizations, the editor of the Manufacturers Record wrote on April 27 to Mr. Crissenger, Comptroller of the Currency as follows:

"I want to raise the question with you, and beg you will study as to whether the buyers' strike is not very largely due to the fact that the former secretary of the treasury and the Federal Reserve Board constantly announced that prices should decline and that in making these announcements and in deflating credit and increasing bank rates they practically compelled every man who was not a fool to stop buying. It is inconceivable that an intelligent cotton mill man, for instance, would continue to buy cotton when he knew that the Federal Reserve Board was doing all in its power to break down prices. * * *

"During 1917 I constantly warned the country that drastic deflation at the close of the war would mean chaos in business, and would develop a Bolshevistic

spirit in this country, the end of which no man could see. After four or five years of rising prices and inflation any attempt to break prices suddenly by deflation of credit was in my opinion absolutely certain to bring on the exact conditions we now have, and I feared the power of the financial forces which believe in restricting credit and breaking down prices. Hence my constant warnings in 1917, and my insistent fight against the Federal Reserve Board's policy from the day when it began to force banks to call all loans on Government bonds, which meant the ultimate restriction of credit to the disaster of the entire country.

"This restriction of credit could have been brought about over a period as long as that of the inflation and rising prices with safety to the country.

"I agree with you that retailers have done much profiteering, but has not the Federal Reserve Board done far more profiteering than all the retailers in the country? By its high interest rates it has practically compelled all member banks to raise their interest rates, and it has given excuse to some Shylock bankers to put on an interest rate which in the aggregate has cost the country billions of dollars. Would it not, therefore, be more appropriate to start the fight at home and point out that high interest rates and profiteering by the Federal Reserve Board have done far more harm to the country than the difference between the price the producer gets and that which the consumer pays in the matter of merchandising?

"Fundamentally our troubles have come from the profiteering by the Government and the enormous profits made by the Federal Reserve Banks and the billions of dollars which these high rates have cost the country. However unethical may have been the case of the dealer who sold flannels which cost 20c. a yard at 50c., I think his crime was angelic as compared with that of the Federal Reserve Board when it profiteered to a far greater extent than this dealer in flannels, and while he was robbing only his few individual customers, the Federal Reserve Board was breaking down the entire business structure and the faith of the people in the integrity of the Government.

"And then, if you will go back to the work of the three carpenters who charged you \$72.00 for three days' time rolling cigarettes and filling their pipes, when one day would have been ample for the work, will you not bear in mind that during the war under the domination of labor unionism the labor people of the country were taught to be inefficient and to get from ten to fifteen times as much pay as the soldiers who risked their lives on the battle fields? Thousands of these men were permitted to loaf whenever they pleased and then work after hours or on Sunday in order to get double pay. This condition, as you know, prevailed to a very large extent and the Government forced some concerns to pay higher wages than they thought were necessary when on Government work; and can you, therefore, blame the working man who never had received quite a full proportion of the profit to which his work entitled him for learning the lesson which the Government taught?

"I know that it has been the custom to blame the retailer for not having reduced his prices in proportion to the decline in other things, but may I ask if it would not be well for a careful study to be made, not by a prejudiced body like the Federal Trade Commission, but by honest hearted investigators who have no axes to grind and who have no other thought in their minds than to serve the nation, of the entire situation regarding the retail business? The grocers have been charged with outrageous profiteering, but can you find many retail grocers who have accumulated any money? My own grocer, for instance, whom I jokingly accuse occasionally of profiteering, invited me one day to study the fruit which he had bought, and I found that a barrel of apples, for which he had paid a big price, some \$10.00 or \$12.00 I think, was being sorted. More than one-third of the apples had to be thrown out because they were rotten, or unfit for his trade. Every box of strawberries, of peaches, and of other fruit has to be overhauled, and when I have seen the amount of fruit that had to be thrown out because it was decayed, I have

wondered that a fruit dealer could make a living at any price that he might charge.

"In the retail trade generally men were persuaded to load up with heavy stocks of goods at high prices. Most of these retailers have not capital enough to wipe off the loss which would be involved writing down the prices to meet the lower figures made by wholesalers. To have done this would have bankrupted a large proportion of the retail trade of the country, and the ultimate result from that course would have been worse than for the retailers to do the best they could to secure a price sufficiently high to save them from financial ruin.

"I am inclined to think, therefore, that the country has for the last two or three years been misled to some extent by the overstressing of the retailers' profits, instead of stressing what a banker friend of mine calls the 'ungodly' profits of the Federal Reserve banks. The fact that a large proportion of these profits finds its way into the treasury of the Federal Government in no way at all lessens the hardship of the high rates of interest and the terrific deflation of credit. Therefore, from my point of view criticisms against the business men, wholesalers, retailers and property owners who are charged with profiteering in rents is striking at the branches and not at the root of the trouble. Therefore, in the interest of the Nation's welfare, I am taking the liberty of presenting this phase of the situation for your thoughtful consideration.

"I presume you are already in receipt of the piteous walls which come from the people of the country who are in despair because of the destruction of property values and the inability to secure work. My desk is burdened with such. May I, therefore, again urge that you do all in your power to reduce the rate of interest, to increase credit, in order to stimulate business and once more start the wheels to moving? The people of this country are getting very desperate. The situation is one fraught with great possibilities of evil. The financial machinery of the Government, if put into active operation for loosening up on credit, for the utilization of all the power in the Federal Reserve System, to put the life blood of credit into the almost dead body of business, could be used at present to tremendous effect, regardless of the unwise notions that have ruled in the Federal Reserve Board, and regardless of the fact that to make this move might go contrary to some of the wholly unjustified work of the Federal Reserve Board during the last two years.

"Consistency, it has been said, is the mark of a small mind. Consistency in holding on to the methods which the Federal Reserve Board has carried out would endanger the country, whereas the inconsistency of a complete revolution in these methods might save us from further disaster."

COUNT THE COST.

THE amazing revelation of the operations connected with railroad work as published elsewhere in this issue indicate something of the burdens under which railroads have been laboring. These burdens, however, fall upon the public, for high freight rates, made necessary by the Adamson law and other legislation affecting the management of the railroads, must be paid by the public.

The details of what might be called the policy of wrecking railroads carried on by the Government, which were put into effect when the railroads were under Government control, are indicative of what labor unions generally would bring about in all the ramifications of all the nation's industries. Any man—farmer, merchant, manufacturer, clerk, teacher or preacher—if not a member of a labor union, can see in the details furnished by the St. Louis Chamber of Commerce as to how railroads are hampered by union labor. What has been done toward the wrecking of railroads would be done in every industry in the country controlled by labor unions if they had the power, and will be done to the extent that they gain in power.

The labor union question, therefore, becomes of vital importance to every man and woman in the country. As railroads cannot possibly live under conditions which are shown by the report to the St. Louis Chamber of Com-

merce, so business, and liberty itself, could not live in this country if labor unions should be able to dominate us as they have dominated the railroads.

The whole situation is interestingly shown in a letter from Mr. L. F. Loree, chairman of the Executive Committee of the Kansas City and Southern Railway Company, in the course of which he gave an illustration of the control of wages under the present domination of the Government and of the railroads by the railroad labor unions. The illustration is as follows:

"On one of our branch lines we run a passenger train making two round trips each day. On this train we employ a colored porter, who also acts as a brakeman. In 1909 we were paying this employe \$44.80 per month. In 1914 we were paying him \$47.80 per month. Due to the various changes made by the Director General and continued by the United States Railroad Labor Board we paid him in—

November, 1920	\$266.71
December, 1920	281.07
January, 1921	271.89
February, 1921	237.83

"He could readily be replaced at \$75 per month, were we freed from the shackles of the laws which fix both conditions of employment and rates of pay.

"It is estimated that these abnormal rates of pay, with the allowance known as "feather bed" practices, "punitive overtime," etc., involve the company in an expense in excess of \$1,250,000 annually, for which there would seem to be no economic justification whatever."

Count the cost for every railroad in the United States and then figure up what the public is paying through the policy which forces upon the railroads the conditions outlined by the St. Louis Chamber of Commerce.

LESS COTTON, MORE FOOD.

REPORTS furnished by nearly 1,800 special correspondents of the Journal of Commerce of New York under an average date of April 27 indicate an estimated decline in cotton acreage of 28.2 per cent as against an increase last year of 2.3 per cent.

In Texas the reduction is estimated at more than 27 per cent; Mississippi's cut is given as 30.9 per cent; Missouri's decline is estimated at 35 per cent; Oklahoma shows a drop of 33.1 per cent; Arkansas 32.7 per cent, and Alabama 24.7 per cent. Florida reports a cut of 31 per cent. The smallest cuts were reported from South Carolina, 25.5 per cent, and Georgia 26 per cent. North Carolina shows 27.7 per cent reduction, and Louisiana 32 per cent. It is too soon, however, it is stated, to form any really accurate conclusion of the acreage to be planted this year; for the cotton belt as a whole, the season is estimated at about six days late, as compared with the average last year of sixteen days.

Present indications are that much less fertilizer will be used—only 44.7 per cent as against 103.6 per cent in 1920, although this feature is to some extent offset by the increase in farm help.

Estimates of correspondents by States in acreage, the use of fertilizer and the season follow:

	Acreage		Fertilizers	Season, Days Late
	1921	1920		
N. Carolina.....	72.3	95.4	68.7	3
S. Carolina.....	74.5	95.0	51.2	2
Georgia	74.0	95.2	47.6	*6
Florida	69.0	106.8	46.7	6
Alabama	75.3	104.2	46.5	9
Mississippi.....	69.1	105.7	45.6	13
Louisiana	68.0	96.5	40.0	13
Texas	72.7	104.6	42.5	9
Arkansas	69.3	104.4	35.7	11
Tennessee	69.0	103.3	46.0	8
Missouri	64.5	117.0	48.0	14
Oklahoma	66.9	113.2	37.5	10
Average	7.8	102.3	44.7	6

* Days Early.

Can the South Afford to Have Washington Dictate Its Educational Policies?

THE Board of Temperance, Prohibition and Public Morals of the Methodist Episcopal Church in defending the Smith-Towner Federal Education bill is extremely unfortunate in referring to the Federal Aid Road Act as indication of the beneficent things to follow the participation in State projects of the federal treasury.

In President Harding's first message to Congress he devoted a considerable part of his text to advocacy of the theory that the United States could not be turning over national funds for road-building to the several States unless it was to have a very real decision over the use to be made of those funds. Financial assistance meant, he declared, participation in control, and under no other conditions could it be justified. In that contention, of course, he was correct. Moreover, federal participation in road-building is on the theory of connecting highways forming interstate routes, which also justifies a large measure of federal control as to methods, etc.

But there was fatal incongruity between the President's position as to road-building and his subsequent statement, in the same message, that Federal participation in the public school system would not mean federal control. If the national funds cannot be used for road-building with direction from Washington, neither can the public funds be employed for educational work in the several States without similar direction from Washington. That is perfectly obvious.

It is true that the law, as now formulated, meets this situation by specific requirements as to the retention of State control, but that is only because the proponents of the bill know that otherwise it can never be passed. It is a legislative, not a constitutional, guarantee, and once there is a Department of Education it will soon enough be demanding that in subsequent bills its control over the funds it disburses should be recognized fully. Experience has taught how quickly Washington can concentrate authority and how rapidly departmental powers spread.

We do not doubt for one minute that if the Smith-Towner bill is enacted, the demand for mixed schools in the South will become almost immediately a political issue. There are States in which the black vote determines the election result, and in the greater part of the nation there are already mixed schools. The people of such communities would be more than likely to favor mixed schools also in the South.

Well-meaning persons often do more harm than the most vicious are able to accomplish. Assuredly the problem of Americanization exists and it is vital to the nation that free education be extended and improved, but the solution now suggested strikes at such fundamental rights of the several States and would be so certain later to "standardize" education that its adoption would be a national calamity.

It is not true, despite the allegation from Washington, that "practically the entire opposition to the bill has emanated from authorities of the Roman Catholic Church." It is unfortunate that such an issue should be brought up. The fact will show decisively, we believe, that so far is opposition to the bill removed from religious inspiration that the final vote in Congress will reveal virtually the entire Southern representation to be against it. It is inconceivable to us that any Southern

white man, with the historical record before him, would be willing in any circumstances to support the measure. Moreover we are sure that Protestants as well as Catholics are largely opposed to this scheme.

None is more earnest than this newspaper for better educational facilities and none views with more enthusiasm every sane effort to improve the conditions of the colored race. The great mass of negroes should be better paid, better housed, better schooled and better churched. But the way to bring these things about is to establish national economic policies which will permit industry in the South to earn a legitimate profit. The Southern people are quick enough to build school houses and churches when they can get the money. Real relief for poor educational conditions is to be obtained not from treasury grants, but from community prosperity.

No sane Southern man will want to make education in the South a political issue. That is what the Smith-Towner bill inevitably would do. The only sort of federal financial aid for State schools that we would favor would be direct grants, as in the case of previous land grants to colleges, these sums to be paid directly to the State authorities without the mediation of any authority at Washington. We doubt if it is possible to do this without violation of the fundamental principles under which the nation has thrived.

The safe and sensible thing to do is to keep control of the educational system where it belongs—in the States themselves.

Former Senator Hoke Smith, one of the originators of the Smith-Towner bill, was recently reported in Baltimore daily papers as having in a church address in this city vigorously attacked the opponents of the Smith-Towner bill on the basis that the Knights of Columbus and the Catholics were about the only people that were opposing the bill. In this Senator Smith was entirely incorrect. There are many men who are not in any way affiliated with Catholicism who are just as strongly opposed to it as any Catholic can be.

From the first announcement of the bill the Manufacturers Record has opposed it. We regard it as one of the most dangerous propositions before the country, and we are glad to see that many Protestant leaders are just as vigorous in their opposition to it as are the Knights of Columbus.

From an advance copy of an editorial to appear in the Western Recorder, one of the leading Baptist papers of the South, commenting on an article by Bishop Candler, of the Methodist Church, denouncing the Smith-Towner bill, we have the following:

Recently we published an article by Bishop Warren A. Candler, of Atlanta, in which he presented some strong arguments against the passing of the bill now before Congress to the end that the national government shall give a large amount of money annually to public education throughout the country.

For several years we have sought to learn all we could about this bill—where it originated; what effect it would have; what existent educational organizations, if any, might creep in clandestinely and shape the educational department of the government to its own particular ideals and ends; whether or not, the camel's nose once in this hitherto domicile of State ownership and direction, the entire quadruped would take possession of the house; whether or not the central government's great prestige would in the end override State convictions concerning

their policy in the education of different races. From these and other angles we have studied the matter.

We have not hitherto written about it. We do so now only because tremendous issues are involved, and final action on the bill may be had before long.

We are afraid of this bill. It is plausible. It rides on the universally popular tide in America in favor of education. It talks much for publication about our American illiteracy. It makes out that illiteracy is the unpardonable sin. The illiteracy is bad and should be cured. Incidentally, it is being cured very rapidly now. But the protagonists of the bill do not mention that. To do so would not win any votes for the measure.

Illiteracy is bad, but it is not half so bad as many educational propagandists have made it. We are for a great campaign to improve the public schools in the States—and to safeguard them. This is as important as the "improving," and might be hindered instead of helped, by paternalism from Washington.

If the people who shout so loudly for the government to pour millions into education in order to cure illiteracy, were one-half as much interested in making laws to keep the ignorant immigrant Goths, Vandals, and Visigoths of Europe from swamping this country, we would get rid of half the illiteracy by shutting off its source, while at the same time we would get rid of most of the vicious anti-Americanism which has recently bled from within this country, and which is far worse than illiteracy. An old Southern mountaineer who cannot read a line is to America worth a thousand bearded Bolsheviks, and a thousand pro-Irish or pro-Germans. In fact, the illiterate mountaineer is a patriot, while all of these classes of aliens are liabilities against America's moral, political and religious solvency, often dangerous enemies to America, though literate or even learned.

We are against the measure on the ground of its paternalism. We are going fast toward the destruction of local initiative and State rights in America. We will do well to stop before we go further, in our judgment. For long the South stood out for States rights, but patronage from the central government has influenced it. The South now speaks softly on States rights, and appraises the "offerings" that centralization might give it with interested eyes. Shades of our fathers!

We are afraid that this new device of centralization would bring with it a "nigger in the woodpile" in the shape of an overweening influence on the governmental educational department, on the part of certain great educational foundations at the North, the danger of whose dominance in educational affairs the South is just now beginning to get awake to. There are certain perverse forces now at work in high educational places which we must definitely locate and then repudiate.

For instance, at whose behest is it that practically all the text-books in the schools of the country that deal with the origin of life and the world order, are teaching this nation to be evolutionists, rationalists and logically skeptics and infidels? We are aware that this is a sweeping statement. But we have the proof: The books are what we say. They will also do what we say, for they are doing it.

Whence comes this serpent into America's much-prized field of public education? Not from the parents. They do not want it. Most of them are Christians. Not, so far, from a central government agency. Not yet have we given it the power. Not from the State Departments of Education. They accept the stuff in the books from the educators. What educators? In the South, at least, we have not found among our educators any center that dominates the situation or secures the results.

Where are these mighty ones of human knowledge who preside at the seance where the spirit of evolution and skepticism materializes and stays put in the books taught to the youth in America's schools? We think Bishop Candler, in the article named above, points them out when he says interrogatively:

"Has not the education in our country suffered already far too much at the hands of the educational machinists operating pedagogic machinery? Has not its freedom been impaired and its force diminished? Have not self-constituted standardizers, supervising 'boards' and super-serviceable 'associations' done it much harm? Have they not put many institutions in straight-jackets?"

We are prepared to exhibit the books in evidence of the facts that naturalism and humanism have displaced God in American public education. Our present purpose

is to say, if there exists in America forces in education sufficient to put over on the public these insidious undesired results, we may well beware of complicating the problem by creating a central governmental department, with money to give as the incentive to conformity to the educational influences such a central department may pass on along with its money.

We reverence our government and we love our country. But we fear bureaucrats, and we fear doubly the astute schemes of godless super-scholastic educators who think they do the country a service by educating the people away from Christian faith to confidence in the barren formulas of their soul-stifling, devil-serving wisdom.

The States are able to drive out illiteracy. In the name of manhood and self-respect, they should do it. They are, in the South, even able to drive out this modern devil of liberalism and skepticism from the educational material fed to our youth. In the name of patriotism and of God they should do both, and not depend on government pap to help them do it, lest this pap shall transmogrify itself into a Trojan horse inside the walls of our remnants of State sovereignty in educating our people.

In discussing the danger of the Smith-Towner bill, the Tulsa (Okla.) World says:

"Create a Federal educational bureau in the United States of America; establish an educational bureaucracy such as is contemplated, and you take the instruction of your child further and further from your own hands, placing his instruction in the hands of a professional clique that will ultimately subvert the very government it makes pretense of serving.

"In the older days, and in many respects we prefer to believe the better days, school teaching was considered a mere stepping stone to other things. The great men of the times, law-givers and law-enforcers as well as law-makers, attained their high state by teaching school—instructing the upcoming generation. The result was a wholesome, beneficent system of practical learning. The graduate seized on a period of school teaching as a means to an end.

"Now there has grown up a profession that is seeking authority to establish itself and its edicts. The profession has become an end in itself. There are those who think this is an improvement. We do not hesitate to express the conviction that it is a menace. Because such professionalism never acquires more than an academic knowledge of practical affairs, and seeks to bend the educational system in such manner that it will serve first the profession itself.

"That tendency is the curse of the modern day!

"Our educational system is filled with theorists of the hairbrained kind—the very ultimate of book learning and absolutely zero in practical affairs. It is turning out thousands of economic theorizers, breeders of discontent and preachers of sedition. And the amazing thing is that these so-called authorities are being paid by the body politics to disrupt and destroy it!

"Keep the education of the boys and girls as near the home and as completely under the direction of local influences as may be possible if you would avoid grief. The Federal government has no more right to seek to interfere with or influence the education of the youth of the land than it has to seek to set up a church and require membership in that church.

"For God's sake let us reconsecrate ourselves to the fundamentals of the American system of government, call a halt and save ourselves, as a nation, untold trouble while yet there is time. If there are clear-thinking and courageous men and women left in America it is high time they were making themselves heard above the tumult of insidious propaganda. The action of the president of Valparaiso University in quitting cold and thus calling attention to a disease that is prevalent in all educational institutions, should be tremendously beneficial."

We Wish Every Business Man Thought So.

R. Bernard Williams, Dublin, Ga.—No business man should be without the Manufacturers Record during this reconstruction period. I think it the best paper in the world at this time.

THE CURSE OF THE PRESENT INCORRECT TAX METHODS.

POLITICAL cowardice is not going to relieve economic exigencies. There are some gentlemen, no doubt, who honestly believe that the sales tax is an undesirable tax. With them the public has no quarrel. They can be educated into a vision of sound finance. But the intelligent public will be inclined to weep at the spectacle of other men who, when confronted with a grave emergency, close their ears and eyes and solemnly announce that they cannot endorse a sales tax because, forsooth, the voters may not like it.

There are positive and there are negative demagogues. The former do considerable harm by their agitating, but the latter often do more harm by their inactivity. The gravest crimes of men, perhaps, are the things they do not do. Any statesman who refrains from support of a sound economic principle, the operation of which would be beneficial to his country, because he fears it may render him unpopular with the people, is a demagogue at heart and has the soul of a demagogue.

It is a truth that the things political cowards most fear very often are the very things that would mean their salvation. For instance, we have sales taxes now, in their most vicious form. There is a tax on the sale of transportation—about as real a nuisance tax as could be found—and there are taxes on the sales of soft drinks, so-called luxuries, etc. It would almost appear that they had been instituted with the idea of disgusting the people. Yet they have been endured and tolerated. A general sales tax, on the other hand, would not be a nuisance at all. Neither would it increase the cost of living. It would reduce the cost of living.

A year or so ago we estimated that it cost the country at least \$100,000,000 a year merely to prepare the intricate tax forms which are required, and this estimate was later sustained by the Commissioner of Internal Revenue, Mr. Roper. We now think it is too low. To illustrate, thousands of letters have been going out from Washington making reassessments on past returns, which means that tens of thousands of companies and individuals are compelled to hire tax experts to straighten out their affairs. These tax experts do not work for nothing. They charge and get large fees. We do not think it is an extravagance to say that in the preparation of tax returns and in securing final settlements of them the taxpayers of the nation are compelled to spend not less than one-quarter of a billion dollars every year. That amount of money is added, in one way or another, to the cost of living.

There is not a sane producer in the nation who does not add the excess profits tax to his cost of production and base his selling price thereon, when he can control the selling price. There is not a form of Federal taxation, indeed, that is not figured in cost of production, and therefore in selling price. Manifestly, if the amount of tax is conjectural, the estimate of it is placed at the maximum, which means that in nine cases out of ten a tax is placed on the public larger than the Government itself collects.

Moreover, this tax is progressive. Men talk about a sales tax being pyramided. The excess profits tax is always pyramided, because every handler of a commodity is figuring in his cost of doing business the payment of the tax.

Senator Smoot is reported to have said that while a sales tax may not be enacted at this session of Congress, necessity will compel its adoption next year. We believe he is right. More than that, where present opposition to the sales tax is not pure demagoguery, it is due for the most part to ignorance. When a man can be persuaded to study the theory of the sales tax thoroughly he more

often than not becomes an enthusiastic supporter of the program.

A vital consideration in the levying of taxes is to see that the maximum part of the levy gets to the treasury; that is, that the leaks as the money travels onward shall be as small as possible. Under the present system officials are able to show that officially the cost of collection is not prohibitive, but that is merely "official cost." It does not take into account the great volume of the tax that, on account of its indirectness, never goes near the treasury. The sales tax, on the other hand, would not only be easy to collect, but this sort of waste would be almost entirely avoided.

We do not, of course, advocate a sales tax in the form of an additional levy to be paid by the purchaser whenever he makes a purchase. That would be extremely annoying. But nothing could be more simple than to have monthly reports from every firm in the country of its gross sales during the month, with check to cover tax on the same. The plan is operating with splendid success now in the case of the tax on automobiles.

There is no political power that can suspend the operation of economic laws. There is no permanent political advantage to be gained by attempts in that direction. The American public will support generously a party that sticks to sound economics and raises the requisite revenues by the most sane and sensible methods. We do not doubt for one minute that institution of the sales tax, for instance, would be generally approved after a short experience with it. We hear men argue that it is a great success in the Philippines because politics does not enter into it there, but that here it must be avoided on account of the elections. What is sound economics continues to be sound economic, irrespective of politics. There is no doubt about that.

So far as Secretary Mellon's failure to advocate a sales tax is concerned, we do not think it is the province of the treasury to instruct the Congress as to the kind of taxes it should levy. All tax measures must originate in the House, under the Constitution, and it does not behoove the House to surrender that high privilege and right to any other branch of the Government. The advice of the treasury is desirable, but it ought only to be advice. Moreover, the treasury is loaded up with experts, a great many of whom expect later on to go into private tax practice, and it is to their advantage to have an intricate tax system. Complaint is made that the treasury finds it difficult to hold its experts. Of course, for they become experts at the cost of the Government with the definite idea in view of using that expert knowledge later on for augmentation of their private fortunes. Only a few days ago the president of a large mineral company told us that of the seventeen men in the marine tax bureau with whom he has personally had to deal in the last three or four years every one had resigned to go into private practice.

We do not think that any tax system is good which puts the taxpayer at the mercy of experts. We think that much of the intricacy of the tax system is due to these experts, who regard nothing with so much horror as they do suggestions of taxes so simple that any sensible man can calculate his own taxes. We suspect that much of the opposition to a sales tax comes from experts who are unconsciously influenced against it for the reasons stated above.

The country is not going to be able to survive confiscation of its annual surplus earnings and their conversion to unproductive purposes instead of to industry. A nation is "taxed to death" not by the amount of taxation but by the method of levying it. A billion levied in one form might paralyze all initiative and industry, while a billion levied in another way might actually encourage hard work and

endeavor. The present tax system is of the former kind. The new tax system will also be largely of the former kind if the political influences opposed to the sales tax have their way. What is needed is the introduction of a new general principle in internal taxation, involving simplicity and fairness, and not inspired by the idea of penalizing success.

Sooner or later the sales tax will of necessity be resorted to and wise will be the political party that first endorses it, if indeed it is impossible for both parties, under thrill of patriotism, jointly to declare for it and give it at least a trial.

FALSE DEDUCTIONS ABOUT FOREIGN TRADE BASED ON FALSE PREMISES.

THERE is a disposition among many public speakers and political economists to base their arguments about import and export trade and its rise and fall on the value as expressed in dollars, and not as expressed in bushels, pounds or tons.

For instance, Mr. John McHugh, vice-president of the Mechanics and Metals Bank of New York, in an address before the ninth annual convention of the Chamber of Commerce of the United States, which, according to the report of "the Committee on Organization of the Foreign Trade Financing Corporation," was heard by 2,000 intensely interested business men gathered at Atlantic City, presented conclusions from statistics of values which are not justified by the only fair method, namely, the statistics of quantity.

Mr. McHugh, according to this circular of the Foreign Trade Financing Corporation Committee, informed the assembled delegates that in less than five months the export trade of the United States had been cut nearly in half."

Sometimes assembled delegates have to listen, even when intensely interested, to things which are not wholly correct, and from which very erroneous conclusions are often drawn. It is true that our foreign trade has to some extent declined, largely so, in many things, but Mr. McHugh in the discussion of this decline referred to the "piling up in our storehouses of unsold cotton, wheat, corn, etc."

Now, as a matter of fact, our exports of wheat for the eight month period ended with February, showed a total shipment abroad of 209,857,400 bushels of wheat as compared with 87,605,400 bushels in the corresponding period of 1920, and of 120,618,089 bushels in 1919. During February 1921 our exports of wheat amounted to 18,468,711 bushels as compared with 4,938,122 bushels in February 1920; so that we cannot charge the present financial and business situation to the "piling up of unsold wheat" when we have nearly trebled our wheat exports as compared with 1920, and more than trebled our wheat exports during February.

Of corn we exported during the eight months ended with February 22,742,917 bushels as compared with 9,871,755 bushels in the corresponding period of 1920. During February 1921 we exported 8,144,346 bushels of corn as against 1,791,151 bushels in February 1920.

How very far away from the facts Mr. McHugh was when he spoke of the "piling up of unsold wheat and corn" because our foreign trade had been cut nearly in half in the last five months, is completely illustrated in the figures which show the shipment of wheat, corn and flour during January, February and March of this year as compared with the corresponding months for 1920.

In March 1921 we exported 13,372,977 bushels of corn against 1,842,728 bushels in March 1920.

In March 1921 we exported 14,599,481 bushels of wheat against 6,939,484 bushels in 1920.

When we combine the three months of 1921 we have a total of 26,952,941 bushels of corn, and 54,413,065 bushels of wheat, or a total of 81,366,006 bushels, as compared with 5,845,024 bushels of corn and 20,357,678 bushels of wheat, or a total of 26,202,702 bushels for the first three months of 1920.

It will thus be seen that our exports of wheat for the first three months of this year were more than two and a half times as large as the exports for the corresponding months of 1920, and that our exports of corn were considerably over four times as large for these first three months of this year as against the corresponding months of 1920. *This does not look as though we were "piling up wheat and corn" and cutting down our foreign trade by one half in these staples at least, Mr. McHugh to the contrary notwithstanding.*

If we reduce the flour exported to wheat bushels, we have a total of corn and wheat for the first three months of this year aggregating 97,895,815 bushels, as compared with 45,581,056 bushels for the corresponding period of 1920.

There has, of course, been a serious decline in the exports of cotton, but the decline in value was far and away greater than the decline in quantity, and Mr. McHugh was measured by a false standard of values instead of quantities. During the eight months ended with February we exported 439,000 more bales of cotton than we exported in the corresponding period of 1919, but there was a decline, as compared with the same months of 1920, of 1,200,000 bales. This decline in quantity, however, was far exceeded by the decline in price, for the value of the cotton exported during the eight months ended February 1921 was \$493,000,000 in contrast with \$964,000,000 for the corresponding period of 1920.

It is interesting to note in this connection that notwithstanding the constant plea that Germany cannot buy from us, that in February 1921 Germany bought 117,135 bales of cotton, in comparison with 31,835 bales in February 1920 and for the eight months ended with February 1921 Germany bought from us 742,402 bales of cotton compared with 206,684 bales in the same time of 1920.

Practically the entire loss in cotton exports was due to the decline of 1,340,000 bales in our shipments to Great Britain. Certainly Great Britain was abundantly able to buy this cotton if it had been able to find a market for its cotton goods, but owing very largely to the breakdown of the silver market in India that country ceased to import as heavily of English cotton goods as it had done for several years.

It is interesting in connection with these figures on exports to note the decline in the relative value of many things which we are shipping abroad. The average value of our corn exports in February, 1920, was \$1.55, rising steadily to \$1.96 in June, as compared with 85 cents per bushel, the average for February, 1921. Our exports of rice in February, 1920, were on the basis of 10 cents a pound, and on February, 1921, 3.6 cents a pound. Our flour exports dropped from an average value in February, 1920, of \$11.15 a barrel, to \$8.37 a barrel in February, 1921; and our wheat, the average value of exports of which in February, 1920, was \$2.43, gradually rising to \$2.96 in July, was \$2.00 for February, 1921. Cottonseed oil exports declined in value from 22 cents per pound in February, 1920, to a little over 10 cents per pound in February, 1921. In a few items, but very few indeed, there was an increase in the value of exports.

Speeches and arguments based on the erroneous figures which would indicate a heavy decline in exports and imports without taking into account the quantity rather than the dollars represented, are just as false as were the figures used a year or more ago when we were boast-

ing about the enormous expansion of our commerce which we were then measuring in values two or three times as great as the values of exports and imports in former years.

The Manufacturers Record, in view of these facts, begs to suggest to Secretary Hoover that the statistics issued monthly by the Department of Commerce would be much more informing and much more valuable to the country if in connection with the values he would state the quantity of the aggregate exports and imports of all kinds of merchandise by pounds or tons, reducing bushels and bales to pounds or tons, in order that we may understand the weight of the materials handled, and thus measure in the only safe way the extent of the increase of imports or exports, rather than in the wholly false basis of dollars in a market where dollars fluctuate very rapidly.

BRICKBATS THROWN AT RAILROADS RETURN AS BOOMERANGS.

IN THE midst of the most disastrous trade slump the country has ever known the railroads, in common with all other industries, find themselves in difficult circumstances. A great number of surface economists have therefore jumped to the conclusion that the roads are in the morass of permanent disaster, beyond relief; even that they are responsible for the disaster, as if it were not known of all men that the new rates went into effect along with the success of the deflation, or bankrupting, policy of the Federal Reserve Board. The Government operated the roads at a magnificent loss during a period of transcendent national prosperity, when the problem was how to move the traffic offering, not how to get the traffic.

Under normal conditions the railroads of the United States, under private direction, would today be earning their way and more. They would be showing very rapidly aggregate earnings sufficient to justify the hope of early rate reductions. They would have money to spend and they would be spending it for equipment, betterments and extensions. As it is, a great part of their equipment is not working at all, but is lying idle. This in spite of the fact that the railroad facilities of the nation are inadequate to take care of the nation's normal business, and it is as certain as that day follows night that in the near future this inadequacy will rise to hamper and impede the progress of the country. Literally billions should be in process of expenditure now for extension of facilities. Instead, there is stagnation.

It would be a heinous economic crime to attempt a solution of the railroad problem on the basis of present traffic conditions. The Transportation Act has not had a fair trial. Some of its weaknesses have, it is true, been sufficiently demonstrated, but the act as a whole has not had a normal trial. It would be madness to assume that it is a failure and that the present difficulties of the roads indicate permanent disease. Advocates of Government ownership are anxious to spread the idea of failure, but we wonder what the losses today, when traffic is subnormal, would be under Government control, when we recollect how awful those losses were under the most favorable traffic conditions ever known.

We believe that some of the present rates are indefensible. They were defensible last September, when commodity prices were relatively high, but deflation has knocked the defensibility out of them. Moreover, it was a mistake not more quickly to adjust particular rates where the horizontal increases meant prohibitive charges, based on the value of the materials transported. An adjustment of such rates now would do much to stimulate traffic. But there is no permanent solution of the railroad situation in rates below cost of service. The time is again coming, if we are not careful, when shippers will find it impossible

to get service at any cost, owing to congestion, unless the roads are permitted to earn enough to keep pace with the trade procession.

The strongly constructive factors which have begun to show themselves in trade revival are already being reflected in railroad earnings. The crisis is passing, and it will pass altogether so soon as normalcy in credit is re-established. Meantime the most that can be hoped is an adjustment of such rates as the horizontal increases made disproportionate to the value of the goods shipped, with such horizontal decreases also as the abrogation of the national agreements and reductions authorized by the Railroad Labor Board indicate are wise and permissible. Abrogation of the un-American transportation taxes, which are destructive of national unity when applied to passenger traffic, would also help.

We had hoped that the nation had learned from its war experience that brickbats thrown at the railroads somehow always return as boomerangs.

"THANK GOD, I AM AN AMERICAN AND LIVE IN THE UNITED STATES!"

WE of the United States, do we actually realize how fortunate we are? Nowhere else on earth are people as blessed as are those in this country with the things that make for human comfort and contentment. We live under a form of Government which through the years has proven the best that has been devised by man. Our land is dowered with immeasurable material riches; our soil and climate bring forth crops in abundance; our towns and cities are orderly and sanitary, with well-lit streets, shady parks and flourishing shops; our homes are modern, containing comforts and conveniences which we have long taken for granted; and our food, fuel and transportation resources are not equalled by any other country in the world.

Compare these mighty blessings we enjoy—yet fret and fuss about like a spoiled child—with what peoples of other lands are enduring. Think of the starving millions of the East, and of Russia's desolation and ruin. Think of the incomprehensible poverty, wretchedness and disease prevalent in the Old World. Think of the lawlessness, murder and pillage, the offspring of unstable Governments, and wars which feed on petty racial jealousies and age-long hatreds. Think of the utter devastation of Petrograd, with its chaos, streets fallen in, destroying drains; roads torn up, stores abandoned and buildings wrecked and in decay, transportation facilities all but destroyed, food and fuel almost unobtainable, and with its remaining half a million population out of a total of 2,000,000 before 1914 facing want, misery, disease and death.

Such is the picture of conditions not alone in Petrograd and Russia, but duplicated in many respects in Austria and Hungary, and even found in some degree in other European countries. These are undeniable facts reported by men of integrity who have visited those blighted areas. We are not dealing with the cause of such conditions, or attempting to suggest a remedy; but what we would impress upon the people who live in the United States is that they are living in the best place on God's green earth.

Let us feel a keener and deeper love for our country, its laws and customs, which have enabled us in the past to so broadly enjoy its manifold blessings and become the outstanding nation of the world in every line of endeavor.

Well may every man, woman and child whose home is here reverently, devoutly, exultantly declare with each dawning of a new day, "Thank God, I am an American and live in the United States!"

GERMANY SEEKS WORLD CONTROL OF OF COMMERCE AND INDUSTRY.

SECRETARY of Commerce Hoover has testified before the Ways and Means Committee of the House that unless the most liberal sort of protection is afforded certain American industries they will be swamped by German competition. Secretary Hoover and Charles M. Schwab are two men in the United States who have adequately grasped the fact that the German Government is actually subsidizing industries of various kinds, in order to permit them to undersell competitors in international trade, and that no private industry can stand up under competition of that sort. It is almost nauseating to hear otherwise sane men talking about the severity of the reparation settlements and Germany's inability to pay when secretly the German Government is finding means to "poison gas" the legitimate industries of other lands. Schwab has warned the country that Germany may yet win its victory for world trade domination, and now Hoover utters a similar warning.

Some day the story will be written of how the beaten Germans, within two years of their defeat, had wormed their way into Italy and destroyed the entire Italian dye industry, or taken control of it. They were cunning in their working. First, they diluted to 50 per cent of normal strength the reparation dyes which they were compelled to furnish to the Allies. Then, when Italy sought to sell these reparation dyes, the Germans flooded the market with 100 per cent dyes and proved to consumers that the Government dyes were a bad buy. Also, by offering dyes for little or nothing, they put the Italian dye industry, which had grown amazingly during the war, out of business, and then stepped in and purchased the plants available at low prices. There is nothing left now of an independent Italian dye industry except a wreck and a memory.

No crime committed by the Germans in Belgium or in France, no one of its violations of solemn pledges during or before the war, was more cruel or more treacherous than is its present warfare against the prosperity and trade peace of the nations it formerly attacked. It is employing every base trick known or to be conceived of in world competition. It has been selling, we hear, machine tools in Detroit at ridiculous prices. It has ruined scores of British factories. It is polluting and debasing its own money in order to gain, by subterfuge and deceit, an advantage over competitors.

In these circumstances, some importers of German goods have been moving heaven and earth to persuade the Ways and Means Committee that it would be a cruel and awful thing to penalize the German mark in levying customs duties—that mark which the Germans have themselves debased—that mark which has one value, for German advantage, in world trade, and another value for German purposes at home. These importers, indeed, were able to persuade the Senate Finance Committee to amend and soften the American valuation provisions in the House Emergency Tariff bill. Now they want to kill the idea of American valuation entirely, in the permanent bill, complaining that it is unusual, that it would be a difficult method in operation, that it is not necessary, and a score of other reasons that are no reasons at all. Apparently some people have not learned the lesson of the November elections, that Americans want people in office who will give their own countrymen a fair deal and have no patience with statesmen who are sitting up nights figuring on ways and means to give aliens an advantage over the folks at home.

The dilly-dallying with the dye situation has disgusted intelligent men who are acquainted with the facts. There is not an informed man in the country who does

not know that without a dye industry the nation is in peril by day and by night, no matter how large its navy or its army. Yet pettifogging sentimentalists, admitting the fact, weep crocodile tears and moan that they would like to give the necessary protection but feel that it can be done in some other way than the only way that has been found effective. This in a nation of big men! No wonder a business man recently made the remark, "I used to think that the whale's throat was so small it could not swallow Jonah, but after listening to some of the Jonahs in debate at Washington I am sure they are small enough to be swallowed by a catfish." We need protection against the American statesmen who are unwilling to give their own fellow citizens an equal chance.

The gentlemen who are formulating the permanent tariff bill in the House are not being fooled, we more than suspect, by clever orators favorable to foreign interests. They know that Secretary Hoover and Mr. Schwab are telling the truth. Moreover, they are not entirely taken in, we think, by all the talk going the rounds of the necessity for admitting a vast flood of cheap foreign goods into the country.

"To thine own self be true." That is a good rule for any nation, as it is for any individual, for that nation which is honest with its own people will have the tenets of honesty so ingrained in its soul that it cannot be anything but honest with other nations also.

IF WE SAVE AMERICA, AMERICA WILL SAVE THE WORLD.

J. Swinton Whaley, Dealer in General Merchandise and
Sea Island Cotton

Little Edisto, S. C., April 25, 1921.

Editor Manufacturers Record:

Enclosed, please find cheque to cover my subscription to your valuable paper. In this connection I want to express my unqualified appreciation of the work that you have done and that you are doing for the building up, not only of the South, but of this whole country of ours. I was born and have been bred in the cradle of secession, but like you, I am an American first, last, and all the time, and it is this Americanism of yours that is doing such a great work for our common country. It does look to me as if the day has come when there is practically no North, South, East or West, but one United States of America.

I want to congratulate you upon your stand in a great many things, but especially upon your fight for the agriculture of America, and your efforts to protect it against the world competition, and also your efforts to protect it against the unjust financial treatment that has been meted out to us. Even those who call themselves free traders and say that we need no protection for our agricultural products yet advocate and preach that the farmer should first raise all necessary supplies at home for the maintenance and conduct of his farm, then for the county and the State. If this is true for the county and the State, why not for the nation?

Heretofore the farmer has been expected to feed the country and at the same time compete with the pauper labor of the world. The time has come when he must have an equal measure of the protection that has been given to the other industries of the country, or this country will no longer be able to produce foodstuffs enough to feed itself; and those who are opposed to a tariff wall will have to provide a steel wall in the shape of a navy strong enough to command the seas and bring the breadstuffs of other countries to feed our own.

Wishing you Godspeed and a continuation of well doing, I am, etc.,

J. SWINTON WHALEY.

More Than \$25,000,000 in Southern Construction Activities for Week Ended May 6

The summary of construction items of all kinds as compiled from the columns of the Manufacturers Record for the week ended May 6 shows a total expenditure of more than \$25,000,000 involved in contracts actually awarded and in initial announcements regarding new projects for which plans are being prepared and for which bids will be requested in the near future. Indications are that during the next ten days many contracts will be awarded for various new projects throughout the South. Included in this work will be numerous municipal, county and state projects, in addition to the private construction enterprises such as dwellings, bank and office buildings, apartment houses and hotels and industrial projects.

During the week of May 6 the contracts actually awarded amounted to \$5,061,800, and the contracts to be awarded involved the expenditure of approximately \$20,204,000. Miscellaneous construction projects are well to the fore in amount of money involved in contracts already under way and those to be started as soon as plans can be completed. Several hospitals, both private and municipal, an oil refinery, a recreation pier to cost \$2,000,000, several lumber mills, a variety of industrial plants, waterfront improvements, garages, ice plants, power houses and warehouses are included in the week's total of miscellaneous activities. Roads, paving and bridges involve \$3,191,500 in contracts to be awarded and \$1,294,000 in contracts awarded. The construction of apartment houses and hotels is keeping pace with the increased construction of dwellings to meet the housing shortage. Contracts to be awarded for construction of this kind during the week amount to \$2,544,300, while those awarded have a total valuation of \$298,800.

Activity is holding up well in practically every line, and there are no indications that the peak is in sight. In fact many plans for projects large and small are still in the initial stages for work involving the expenditure of millions of dollars, much of which will get under way in time to insure completion before next winter sets in.

SUMMARY FOR THE WEEK.

	Contracts to be awarded.	Contracts awarded.
Dwellings	\$ 397,700	\$ 152,000
Apartment houses and hotels.....	2,544,300	298,800
Bank and office buildings.....	741,000	425,000
Church buildings	960,000	367,000
School buildings	1,715,500	950,000
Store buildings	198,000	67,000
Association and fraternal	1,525,000
Roads, paving and bridges.....	3,191,500	1,294,000
City and county projects.....	225,000
Sewers, drainage and water works.....	819,000	673,000
Miscellaneous enterprises	7,877,000	835,000
Total.....	\$20,204,000	\$5,061,800

CONTRACTS AWARDED.

Dwellings—	Bank and office buildings—
Baltimore, Md.....\$ 12,000	Corbin, Ky.....\$ 75,000
Cleveland, Miss..... 10,000	Houston, Tex..... 350,000
Nashville, Tenn..... 11,000	
Bluefield, W. Va..... 10,000	\$ 425,000
St. Petersburg, Fla. 15,000	Church buildings—
Cape Girardeau, Mo. 24,000	Richmond, Va.....\$ 17,000
Sherman, Tex..... 12,000	Baltimore, Md..... 150,000
San Antonio, Tex..... 12,000	Chattanooga, Tenn. 75,000
Baltimore, Md..... 12,000	Norfolk, Va..... 50,000
Baltimore, Md..... 10,000	Baltimore, Md..... 75,000
Washington, D. C..... 24,000	
	\$ 367,000
Apartment houses and hotels—	School buildings—
Jacksonville, Fla.....\$ 15,000	Agric. Col. Miss.....\$ 275,000
St. Petersburg, Fla. 22,000	College Park, Md... 100,000
Newport, N. C..... 30,000	Fulton, Mo..... 130,000
Houston, Tex..... 16,000	Morristown, Tenn... 25,000
Washington, D. C..... 35,000	Denton, Tex..... 90,000
San Antonio, Tex..... 12,000	Napton, Mo..... 20,000
Kirkwood, Mo..... 150,000	Keystone, W. Va... 75,000
Dallas, Tex..... 18,800	Electra, Tex..... 75,000
	Dungannon, W. Va. 60,000
	Fairmont, W. Va... 100,000
	\$ 950,000

Store Buildings—		Stockton, Mo..... 58,000
Ashboro, N. C.....\$ 10,000		Princeton, Mo..... 19,000
Augusta, Ga..... 10,000		Fredericktown, Mo. 53,000
Whitesburg, Ky..... 12,000		Fredericktown, Mo. 25,000
Norfolk, Va..... 35,000		Union, W. Va..... 72,000
	\$ 67,000	Florence, S. C..... 63,000
		Shubuta, Miss..... 24,000

Roads, paving and bridges—		\$1,294,000
Anahuac, Tex.....\$ 88,000		
Belton, Tex..... 103,000		
St. Joseph, Mo..... 202,000		
Del Rio, Tex..... 80,000		
Denton, Tex..... 56,000		
Denton, Tex..... 120,000		
Baltimore, Md..... 100,000		
Grafton, W. Va..... 42,000		
Stockton, Mo..... 63,000		
Galveston, Tex..... 126,000		

Miscellaneous enterprises—		
Austin, Tex., ice plant.....\$ 10,000		
Bryan, Tex., metal plant..... 10,000		
Port Lavaca, Tex., sea wall..... 125,000		
Charleston, S. C., power plant..... 88,000		
Charleston, S. C., pier improvements..... 132,000		
Baltimore, Md., tank..... 13,500		
Asheville, N. C., hospital..... 175,000		
Mobile, Ala., storage tanks..... 45,000		
Atlanta, Ga., laundry..... 25,000		
Chimney Rock, N. C., electric plant..... 12,000		
Galveston, Tex., packing plant..... 100,000		
Shreveport, La., industrial building..... 25,000		
Fort Smith, Ark., garage..... 15,000		

CONTRACTS TO BE AWARDED.

Dwellings—		Goodwell, Okla.... 35,000
San Antonio, Tex.....\$ 15,000		Chillicothe, Mo..... 145,000
Danville, Va..... 35,000		Atlanta, Ga..... 65,000
Richmond, Va..... 20,000		Harrold, Tex..... 15,000
Little Rock, Ark.... 14,000		Graham, Tex..... 47,500
Huntington, W. Va. 10,000		Jones Mill, Ala..... 10,000
Huntington, W. Va. 60,000		Ozark, Mo..... 45,000
Huntington, W. Va. 45,000		Canton, N. C..... 85,000
Hazard, Ky..... 12,000		Lexington, N. C... 225,000
Baltimore, Md..... 20,000		Smithfield, N. C... 200,000
Washington, D. C... 24,000		Baltimore, Md..... 40,000
Washington, D. C... 40,000		Hamlin, W. Va..... 55,000
Washington, D. C... 20,000		Owensboro, Ky..... 60,000
San Antonio, Tex..... 12,700		Smiths Grove, Ky... 40,000
San Antonio, Tex..... 11,000		Williamsburg, Ky... 35,000
San Antonio, Tex..... 12,000		Frederick, Md..... 250,000
San Antonio, Tex..... 47,000		Plymouth, N. C..... 60,000
	\$ 397,700	Kansas City, Mo... 40,000

Apartment houses and hotels		Jackson, Miss..... 35,000
New Orleans, La.....\$ 50,000		Rocksprings, Tex... 18,000
St. Louis, Mo..... 11,000		Orlando, Fla..... 20,000
Maplewood, Mo..... 25,000		Dallas, Tex..... 140,000
St. Louis, Mo..... 15,000		

Oklahoma City, Okla. 15,000		Store buildings—
Baltimore, Md..... 300,000		Norfolk, Va.....\$ 15,000
Bluefield, W. Va..... 800,000		Muskogee, Okla.... 18,000
San Antonio, Tex..... 12,000		Welch, W. Va..... 100,000
Frankfort, Ky..... 250,000		Beaumont, Tex..... 30,000
Washington, D. C... 35,000		St. Petersburg, Fla. 35,000
Dallas, Tex..... 10,500		
Dallas, Tex..... 12,000		\$ 198,000
Dallas, Tex..... 18,500		Association and fraternal—
Galveston, Tex..... 1,000,000		Corbin, Ky.....\$ 60,000
	\$2,554,300	Knoxville, Tenn... 25,000

Bank and office buildings—		Ashland, W. Va..... 400,000
Palmyra, Mo.....\$ 100,000		Nashville, Tenn... 20,000
Hamlin, W. Va..... 50,000		Knoxville, Tenn... 225,000
Petersburg, W. Va. 40,000		Richmond, Va..... 40,000
Perky, Ky..... 11,000		Tulsa, Okla..... 300,000
Waco, Tex..... 15,000		Louisville, Ky..... 300,000
Atlanta, Ga..... 500,000		Raleigh, N. C..... 30,000
Ashboro, N. C..... 25,000		Clinton, Okla..... 125,000
	\$ 741,000	

Church buildings—		Roads, paving and bridges—
Tulsa, Okla.....\$ 300,000		Jackson, Tenn.....\$ 100,000
Louisville, Ky..... 125,000		Ray City, Tex..... 52,000
Ashboro, N. C..... 20,000		Portsmouth, Va..... 30,000
St. Louis, Mo..... 75,000		Montgomery, Ala... 42,000
Chester, S. C..... 30,000		Tuscaloosa, Ala.... 75,000
Kearsville, Tenn... 40,000		Tuscaloosa, Ala.... 75,000
Fort Worth, Tex... 40,000		Mandeville, La.... 32,000
Barboursville, W. V. 40,000		West Plains, Mo... 500,000
Baltimore, Md..... 50,000		Strawn, Tex..... 33,000
Portsmouth, Va..... 30,000		Wharton, Tex..... 25,000
Atlanta, Ga..... 20,000		Jacksboro, Tenn... 256,000
Baltimore, Md..... 75,000		Lenoir City, Tenn. 112,500
Chattanooga, Tenn. 75,000		Clarksville, Tenn... 348,000
Grandview, Tex..... 40,000		Georgetown, Tex... 100,000
	\$ 960,000	Kerrville, Tex..... 35,000

School buildings—		Greenville, Tenn... 225,000
Columbus, Ga.....\$ 25,000		New Boston, Tex... 60,000
Roland, Mo..... 25,000		Sherman, Tex..... 50,000
		Tyler, Tex..... 40,000
		Snow Hill, Md..... 40,000
		Baltimore, Md..... 56,000

Newport, Tenn....	300,000	Sewers, drainage and water works—	
Palestine, Tex....	250,000	Unionville, Mo.....	\$184,000
Hondo, Tex.....	365,000	Tulsa, Okla.....	600,000
		Hamlin, Tex.....	35,000
	\$3,191,500	Greenwood, Miss....	30,000
City and county projects—		Throckmorton, Tex..	20,000
Okemah, Okla.....	\$ 200,000		
Little Rock, Ark...	25,000		\$ 819,000
	\$ 225,000		

Miscellaneous enterprises—

San Antonio, Tex., hangars.....	\$ 300,000
Chelsea, Okla., brick plant.....	40,000
Huntington, W. Va., boiler plant.....	250,000
Cape Henry, Va., fort improvements.....	500,000
Canton, N. C., garage.....	30,000
Tuscaloosa, Ala., municipal hospital.....	100,000
Greenville, S. C., hospital.....	50,000
Muskogee, Okla., undertaking establishment.....	40,000
Chickasha, Okla., oil refinery.....	30,000
Rocky Gap, Va., lumber mill.....	110,000
Beckley, W. Va., laundry.....	65,000
Salisbury, N. C., tire plant.....	30,000
Aiken, S. C., cannery.....	35,000
Oxford, Md., electric plant.....	15,000
Baltimore, Md., lumber mill.....	12,000
Baltimore, Md., metal plant.....	25,000
Muskogee, Okla., filling station.....	10,000
Tulsa, Okla., garage.....	10,000
Paris, Ky., boiler house.....	75,000
Bluefield, W. Va., hospital.....	100,000
Clearfield, Tenn., coal plant.....	10,000
Columbus, Ga., metal plant.....	10,000
Winston-Salem, N. C., incinerator.....	135,000
Tulsa, Okla., incinerator.....	50,000
Birmingham, Ala., bakery.....	75,000
Hagerstown, Md., textile mill.....	38,000
Baltimore, Md., box plant.....	35,000
Farlington, Mo., hospital.....	100,000
Marshall, Mo., state home.....	150,000
Mount Vernon, Mo., sanitarium.....	22,000
Baltimore, Md., warehouse.....	50,000
Dallas, Tex., warehouse.....	1,000,000
Waco, Tex., warehouse.....	100,000
Clarksdale, Miss., levee.....	450,000
Montgomery, Ala., waterway improvements.....	180,000
Jackson, Ala., lumber mill.....	10,000
Hawkinsville, Ga., ice plant.....	25,000
Dallas, Tex., warehouse.....	10,000
Sweetwater, Tex., warehouse.....	100,000
Baltimore, Md., hospital.....	1,500,000
Miami, Fla., recreation pier.....	2,000,000
	\$7,877,000

Protest Alleged Express Discrimination.

Washington, D. C., May 9—[Special.]—Brief has been filed with the Interstate Commerce Commission by the Merchants and Manufacturers Association of Baltimore protesting against the alleged refusal of the American Railway Express Company to accept for trans-shipment goods destined for points now reached only by the Southeastern Express Company. It is alleged that points such as those in the Valley of Virginia are without express facilities because of this alleged attitude on the part of the American Railway Express Company, and that a hardship is thus being worked. Baltimore shippers, it is alleged, are particularly affected in that they are unable to reach lines over which the Southeastern Express Company operates without first shipping by lines on which the American Railway Express holds exclusive franchise.

\$1,000,000 for Highway in Mobile County.

A \$250,000 road bond issue has been voted by Mobile county, Alabama, by an overwhelming majority. The bonds will be supplemented by State and Federal aid, making a total fund of \$1,000,000 available. This amount will be expended for highway construction under the supervision of county, state and federal engineers.

International & Great Northern Railroad, James A. Baker, receiver, has been authorized by the Federal court at Houston, Tex., to purchase 8 locomotives from the Baldwin Locomotive Works of Philadelphia for a total of \$388,600.

Building Activity in Vicinity of Daytona, Fla., Spurs Real Estate Development.

Daytona, Fla., May 6—[Special.]—At no time in the history of the Triple Cities has this section enjoyed such activity in building circles as is now under way. In Daytona, Seabreeze and Daytona Beach building permits have been issued in large numbers during the past month, and contractors have work now in hand that will carry them far into the winter season.

An average of two building permits daily is being maintained, many of these for high priced houses. Outside interests are coming here and spending large sums on land and buildings.

George R. Bennett, of Dunellen, N. J., has purchased a large tract of land some two miles west of Port Orange, to be sold as small tracts and for residential subdivisions. The tract includes about 160 acres of the best farm land in Halifax county. H. A. Hardesty, of New York and Philadelphia, recently purchased between 600 and 800 acres of land on the Dixie Highway some ten miles south of Daytona. Plans call for clearing the land and preparing it for sale as small farms, and residential sites. A Dutch colonial residence is to be erected in Seabreeze by Mr. Hardesty.

Extensive Building Activity in Miami.

Miami, Fla., May 6—[Special.]—A remarkable era of building activity in this section is indicated by the list of permits issued during the first four months of this year. During January, February and March, when ordinarily building operations are slack, construction was pushed forward at a rapid rate. In every direction one sees new buildings under construction and there is scarcely a block where improvements are not being made or buildings being erected.

Building materials have dropped in price to a very encouraging level. Lumber is greatly reduced, and most of the houses have been of frame construction. Much of the lumber used is obtained in this vicinity, although large quantities have been shipped in from other states. Stucco buildings appear very popular because of the lasting qualities of the exterior.

Bungalows predominate among the small houses erected, many are built of native rock and are beautiful within and without. Buildings costing large sums are also being constructed, some for use as private homes, others as apartment houses.

Baltimore Building Permits Total Nearly \$10,000,000.

Building permits issued in Baltimore during April surpassed all records for this year, reaching a total valuation of \$9,965,840, which included the permit for a \$6,000,000 sugar refinery for the American Sugar Refining Co., work on which commenced about a year ago and which is being steadily pushed to completion.

The month's total included a five-story apartment house costing \$200,000; 56 brick dwellings, costing \$247,000; 18 frame dwellings costing \$86,000; and a brick and steel theatre costing \$150,000; all in the city proper. In the new annex the following important projects were included: 73 brick dwellings, costing \$209,000, and 44 frame dwellings, costing \$247,000.

Spartanburg Enjoys Building Activity.

Spartanburg, S. C., May 6—[Special.]—During the month just closed 55 building permits were issued here with a total valuation of \$79,709. This included 35 small buildings and garages, a hall for the Salvation Army, and 20 repairs to dwellings.

Building Activity in St. Petersburg for First Four Months of 1921 Exceeds Same Period of 1920.

St. Petersburg, Fla., May 6—[Special.]—The total valuation of building permits issued here during the first four months of this year is approximately \$1,167,075 compared with the total valuation of \$678,850 for the corresponding period of last year. During the month just closed the valuation of new construction amounted to about \$350,000, which surpasses any month in 1920, the biggest building year in the city's history. Permits were issued during April for 98 dwellings containing 500 rooms. In addition 20 permits were issued for two-story garages with living rooms above, and 23 permits for private garages were obtained. P. J. McDevitt, building inspector, reports that prospects are bright for accelerated activity during the next two months.

Residence Construction Mounts in Knoxville.

Knoxville, Tenn., May 6—[Special.]—During the month of April permits were issued for a total of 72 new frame dwellings containing 384 rooms. This is the largest number of frame dwellings ever started in one month here. The total valuation of new residence construction is given as approximately \$207,420, compared with a total valuation of permits for all kinds of construction amounting to \$287,898. Permits for alterations, additions and repairs totaled 89 with a valuation of \$45,673. During April, 1920, 112 permits were issued amounting to \$264,477, and the average price of a five-room dwelling was \$3,500 compared with \$2,881 for April of this year.

Construction of Huge Dam Near Bronte, Texas, Planned for Irrigation Purposes.

Ballinger, Texas, May 6—[Special.]—The Colorado Valley Irrigation Association, of which C. S. Quinn, of this place, is president, is pushing plans for the development of the several hundred thousand acres of fertile land in the valley of the Colorado River. State and Federal engineers have begun work near Bronte, and this alone will occupy a period of several months. A dam 2,000 feet long and 125 feet high about four miles west of Bronte would impound sufficient water, it is estimated for irrigation of 200,000 acres. The lake so created would be about one mile wide, 24 miles long with an average depth of 75 feet. The development will cost upwards of \$5,000,000, it is estimated.

Water Connections Indicate Increasing Residence Construction in Birmingham.

Birmingham, Ala., May 6—[Special.]—For the year ending April 23 reports indicate that 2,434 new water connections were made by the Birmingham Water Works, which is convincing proof of the rapid increase in residence construction. The number of consumers last year was 27,114, while the total on April 23 of this year was 29,548. From the first of the year until April 23 a total of 514 new connections were made, 163 of these being made during April.

Steel Rails and Plates for China.

Mobile, Ala., May 6—[Special.]—The 10,000 ton steamer Howick Hall has sailed from this port for Kobe, Yokohama and Shanghai with 7,000 tons of steel rails and plates from Birmingham mills. It is part of the 10,000 order recently placed by the Manchurian railroads. The rails and plates were moved down the Warrior river. The Selma City is also scheduled to carry similar materials to the same destination.

\$1,000,000 Warehouse for Dallas, Texas.

Dallas, Texas, May 5—[Special.]—The Dallas Terminal Warehouse Co. has plans under way for the construction of a 12-story steel and concrete structure to be erected on the north side of Young street between Poydras street and the Santa Fe tracks, at a cost of approximately \$1,000,000. It will be 240 by 270 feet, for use as a general warehouse, forwarding and storage depot. One floor will be devoted to a modern convention hall with a seating capacity of 1,000 persons.

It is expected that scores of manufacturers will avail themselves of the opportunity of the services offered by the new structure. Those interested in the company are: George A. Sprague, president; Otto H. Lang, Charles L. Sanger and Y. O. Adams, vice-presidents; William Schultz, vice-president and general manager; E. A. Johnson, secretary-treasurer.

Building Activity at El Dorado Increases.

El Dorado, Ark., May 6—[Special.]—Many new structures of various kinds are under construction in this vicinity and plans are being prepared for others. Miss Alice Cordell is having plans completed by J. Rice Scott & Co., Inc., this city, for a large apartment house at Hill and Elm streets. The Miles office building will be a 5-story structure containing 40 large office suites, on the four upper stories, while the lower floor will be given over to house two business concerns. Likewise plans are being prepared for a 3-story newspaper plant. The main floor will accommodate the paper, stereotype and press; the second floor will be devoted to the composing room; and apartments will be placed on the third floor for use of the company's employees. Other plans are being prepared for residences, oil refinery additions and improvements, and business houses.

Extensive Improvements to Washington Power Plant.

Washington, D. C., May 6—[Special.]—The Potomac Electric Power Co., of this city, will make extensive improvements and additions to its boiler room equipment at the Bennings plant. The installation of two boilers of 1,000 horse power capacity each, equipped with underfeed stokers together with the necessary auxiliary equipment, will be the principal work undertaken. Plans have been completed, and contracts awarded as follows: Edge Moor Iron Co., Edge Moor, Del., boilers; American Engineering Co., Washington, D. C., stokers; B. F. Shaw Co., Wilmington, Del., piping.

F. R. Weller, Hibbs Bldg., this city, is the consulting engineer.

Washington Permits Exceed \$2,250,000.

Washington, D. C., May 7—[Special.]—Building permits issued here during the past month had a total valuation of \$2,292,942 and numbered 868. Permits for 71 brick dwellings costing \$806,500 and 84 permits for frame dwellings costing \$546,075 were issued. An apartment house costing \$200,000, a store and office building costing \$150,000, a bank building costing \$60,000 and repairs to brick buildings, costing \$229,470, are the principal classifications. Many small metal garages were included in the month's total.

New Orleans Permits Total More Than \$600,000

New Orleans, La., April 7—[Special.]—During the past month 227 permits with a total valuation of \$620,132 were issued here. This included 119 residences costing \$274,622; 59 repairs costing \$40,545; 27 additions costing \$52,795; an asylum costing \$120,000; and miscellaneous construction.

\$250,000 Improvements for Maryland College.

Frederick, Md., May 6—[Special.]—Plans have been prepared by Hamme & Witman, architects of York, Pa., for additions and improvements to Hood College at a cost of approximately \$250,000. This work includes a central heating plant costing \$30,000 to \$40,000, a dining hall and dormitory costing \$150,000 to \$200,000, and an addition to the auditorium. The dining hall and dormitory combined is to be 50 by 175 feet, of brick with moulded stone trimmings. The floors will be of wood, the roof of slate, and the building will be heated by steam and lighted by electricity. The heating plant will be similar in construction to this building. The addition will consist of extending the auditorium 30 by 50 feet. A report will be made to the Board of Directors within the next few weeks, outlining the details and costs.

Contract Awarded for \$275,000 College Building

I. G. Garber, West Jackson, Miss., has been awarded the general contract for the construction of college buildings, dormitories, mess hall and kitchen, at Agricultural College, Miss., at a cost of approximately \$275,000 for the State of Mississippi. The dormitories will be built in two units, 48 by 92 feet and four stories high. The mess hall will be 69 by 311 feet, while the kitchen will be 45 by 75 feet. Some of the buildings will be of fireproof construction and others of ordinary type. Slate, tin and composition roofs will be used, and the floors will be of tile, cement and wood. Plans for the structures were prepared by T. C. Link, Director of Public Works, Jackson, Miss.

Contract Awarded for \$175,000 Hospital Building at Asheville.

Asheville, N. C., May 6—[Special.]—Contract has been awarded the Southern Ferro Concrete Co., of Atlanta, Ga., for the construction of the new building for the Asheville Mission here at a cost of approximately \$175,000. It will be 40 by 120 feet, 6 stories high of reinforced concrete construction. A Barrett specification roof will be put on, and the floors will be of cement finish. A rigid conduit electric system will be installed, also a silent call system. Push button elevators will be operated. The plans for the building were prepared by W. H. Lord, Asheville, N. C.

Pushing Plans for Tuberculosis Treatment at New Orleans.

New Orleans, La., May 6—[Special.]—A hospital of large size for the treatment of tuberculosis is to be built here as soon as plans now under way are completed. The Orleans Parish Anti-Tuberculosis League has announced the purchase of a tract of 17 squares, with riparian rights along the Bayou St. John, at a cost of \$90,000. The first buildings to be erected will be inexpensive but modern and attractive, with special provisions for outdoor facilities. Miss Kate Gordon has been placed at the head of a field committee to organize the entire community for anti-tuberculosis work.

Building Activity in Houston Shows Big Increase.

Houston, Texas, May 6—[Special.]—Building permits issued during the past month in this city had a total valuation of \$1,174,395, this showing an increase of more than \$425,000 over the preceding month's total. Permits for permanent buildings numbered 222 for 248 structures, while temporary structures numbered 381, a total of 362 permits being issued for this work. There was a total of 584 permits for 629 buildings.

Seven-Story Hotel Planned at El Dorado, Ark.

El Dorado, Ark., May 5—[Special.]—Plans are being prepared by J. Rice Scott & Co., Inc., architects and engineers, of El Dorado, for the new hotel building to be erected here. Plans provide for a 7-story structure with basement, containing 2,220 rooms, each with a bath. The hotel will be constructed of reinforced concrete and hollow tile curtain and partition walls. It will have up-to-date elevators, spacious lobbies, and be modern in every respect.

Clarksburg Building Activities Large.

Clarksburg, W. Va., May 6—[Special.]—According to the City Clerk here building permits issued during the first four months of this year number 189 with a total valuation of \$582,540. There are prospects of greatly increased activity in the city, but construction is being retarded somewhat by the high wages now demanded. The wages per hour are said to be as follows: Plumbers, \$1.75; painters, \$1.10; electricians, \$1.75; bricklayers, \$1.50.

\$2,000,000 Recreation Pier for Miami, Florida.

Plans are being prepared by Edward E. Nolan, architect, Miami, Fla., for an amusement pier to cost approximately \$2,000,000. W. H. Netherland, representing New York interests has been in Miami for some time arranging details. The pier will be 248 feet wide and 1,000 feet long, three stories high and of fireproof construction. According to a wire from Mr. Nolan to the Manufacturers Record, plans will be ready for bids about June 1.

Plan Erection of \$350,000 Courthouse.

Sedalia, Mo., May 6—[Special.]—Pettis county plans the erection of a courthouse to cost \$350,000. It will be 100 by 136 feet, three stories high with basement, of fireproof construction having a reinforced concrete frame trimmed with stone and brick. Composition roofing will be used, and the floors will be marble and composition. Plans for the building were prepared by Clifford & Johnson, of Sedalia, Mo.

Residence Construction Heavy in Oklahoma City.

Oklahoma City, Okla., May 6—[Special.]—During the past month building permits issued here numbered 116 with a total valuation of \$672,472. This included 101 permits for houses involving a total expenditure of \$426,472. Six permits for improvements to business houses called for an expenditure of \$101,000, and nine permits for apartment houses had a valuation of \$145,000.

Would Organize a Creamery.

T. D. Brown, secretary of the Salisbury-Spencer Chamber of Commerce, of Salisbury, N. C., advises the Manufacturers Record that Salisbury and Rowan county, North Carolina, need a creamery, there being a great surplus of milk and butter fat throughout the section with no market now. They wish to get in touch with any parties interested in organizing a creamery in the section.

New Automobile Plant to be in Operation Soon.

Knoxville, Tenn., May 6—[Special.]—The new plant of the Drake Motor & Tire Mfg. Co. will shortly be in operation at South Knoxville. Automobiles, trucks and tires will be produced. The first unit of the plant, having a capacity of 5 cars and about 100 casings daily is about ready for operation. As the business increases new units will be added and the production increased.

Labor Union Domination of Railroad Management

WHAT GOVERNMENT LEGISLATION HAS FORCED UPON THE RAILROADS AND THUS UPON THE CONSUMING PUBLIC.

From questions put by the St. Louis Chamber of Commerce and answered unanimously by a committee consisting of L. P. Rexford, Chamber of Commerce Traffic Bureau; J. M. Kurn, president of the St. Louis-San Francisco Railroad; W. P. Clarkson, president of the Manufacturers Association; A. C. Lueking, vice-president of the Ely-Walker Dry Goods Company, and John F. Shepley, president of the St. Louis Trust Company.

Q. Is it true that under the present classification rules of the Shop Crafts, in order to change a nozzle tip in the front end of a locomotive, it is necessary to call a boilermaker and his helper to open the door, because that is boilermakers' work; to call a pipeman and his helper to remove the blower pipe, because that is pipemen's work, and to call a machinist and his helper to remove the tip, because that is machinists' work; also for the same force to be employed for putting in the new tip?

A. Full compliance with the national agreement requires the procedure outlined in the question.

Q. Is it true that before Federal control a machinist's helper or a handy man could put in this nozzle tip alone?

A. Yes, at a number of points a machinist and helper or machinist alone would put in the nozzle tip, and at larger points there were handy men working for a less rate of pay than regular mechanics who did steam pipe work exclusively, handling all steam pipe work, including the changing of nozzle tips.

Q. Do similar classification rules exist for all other shop work?

A. Yes. Prior to Federal control it was not an uncommon practice for a machinist and his helper to take care of all of the work necessary on an electric headlight of a locomotive. Under the national agreement the work is so classified as to distribute same among three crafts, namely, machinists, sheet metal workers and electricians. If each of the mechanics performing the work has a helper, this has the effect of six men performing a piece of work that could be and was formerly taken care of by two men.

Q. Is it true that men working on trucks, spring work and kindred occupations, and paid, before Federal control, handy men's or helpers' wages, or a shade above common laborers' pay, were made mechanics by supplement No. 4, issued by Mr. McAdoo, and are now receiving 85 cents an hour, mechanics' pay?

A. Yes.

Q. Is it true that all of these mechanics are referred to as "McAdoo mechanics," because they were made mechanics by the Director-General of Railroads and not by experience?

A. Yes.

Q. Is it true that men employed to couple and uncouple hose between the cars, not as difficult or hazardous a task as hitching a span of mules, are now classed as car men, receiving 80 cents an hour, with time and one-half for Sundays and holidays, averaging about \$215 a month for working seven hours and forty minutes a day?

A. Yes.

Q. Is it true that before Federal control these same employees received from 28 to 34 cents an hour and straight time for Sundays and holidays, averaging about \$96 a month for a ten hour day?

A. Yes, to a certain extent.

Prevailing rate prior to Federal control on some rail-

roads for car inspectors in question was 34 to 38 cents an hour, with straight time for regular shift of eleven hours and on punitive time for Sunday or holiday work.

Q. Is it true that when a wrecking crew, usually consisting of ten men, called after its regular hours for a stated job in the yard, is assigned to two other jobs, all of which is done in seven hours, from start to finish, these men receive not less than fifteen hours' and possibly eighteen hours' pay for seven hours' work, because the two last jobs did not develop when the crew was first called?

A. Yes. The following illustrates method of paying a wrecking crew under the national agreement when performing road service:

A wrecking crew composed of six men leaves its home terminal at 8 A. M., goes a distance of fifty miles to clear up a wreck; work of clearing main track is completed at 6 P. M.; crew ties up for sleep and rest from 6 P. M. to 7 A. M. next morning (wrecking outfit is equipped with sleeping facilities); resume duty 7 A. M., pick up refuse and arrive at home terminal 2 P. M. Under the national agreement it is necessary to pay the entire crew continuously for the first twenty-four hours from the time they leave their home terminal, computed as follows:

From 8 A. M. to 4 P. M., eight hours straight time; 4 P. M. to 12 midnight, eight hours of time and one-half, or twelve hours.

12 midnight, to 8 A. M., eight hours at double time, or sixteen hours.

8 A. M. to 2 P. M., six hours at straight time.

Total of forty-two hours paid, although crew actually performed service from 12 noon to 6 P. M. first day, six hours, and from 7 A. M. to 10 A. M. second day, three hours. It will be noted actual time worked during the entire period was nine hours; balance of the time was consumed in waiting and traveling; and it will be further noted they were released entirely from 6 P. M. to 7 A. M., during which time they were paid at time and one-half and double time while actually off duty and sleeping.

Q. Is it true that if a mechanic is called after regular hours for a stated job, and is assigned to two other jobs, all of which is done in seven hours, from start to finish, he would receive not less than fifteen hours' and possibly eighteen hours' pay for seven hours' work, because the two last jobs did not develop when he was first called?

A. Yes.

Q. Is it true that if a shopman is held after his regular eight hour assignment, to complete a job, for, say, one hour and fifteen minutes, he would receive pay for six and one-half hours for his one hour and fifteen minutes' work?

A. Yes. Illustrative of this is a recent case of mechanic working on passenger car work until 5 P. M., or one hour beyond his assigned day. He had just stepped off car when another employee pulled handle off water valve. Foreman was present and called mechanic back to fix this valve. He performed this work and checked out at clock, fully 100 yards away, at 5:06 P. M. All he had to do was to loosen two screws, put handle back on and tighten screws, about three minutes' work. Was necessary to allow him five hour call for this service.

Q. Is it true that under the former practice the employee, in the above case, would receive one hour and fifty-two minutes, instead of six and one-half hours?

A. Yes.

Q. Is it true that under the present rules all shop employees are allowed one hour a week without performing any service—time is allowed on the pretext of checking themselves in and out of the shop?

A. Yes. After the issuance of the national agreement the application of this rule increased the expense on one railroad of approximately 5,000 miles to the extent of \$160,000 per year.

Q. Is it true that this bonus hour costs the roads \$12,000,000 a year?

A. Yes. This was developed at hearing before Labor Board.

Q. Is it true that where arrivals of trains require the service of employees two hours in the morning and two hours in the evening, say 8 A. M. to 10 A. M. and 6 P. M. to 8 P. M., railroads now have to employ two shifts of eight hours each, or sixteen hours' service where there is only four hours' actual work?

A. Yes.

Q. Is it a fact that where two shifts are worked starting time must be between 7 and 8 A. M., and if the arrival of a train or other operating conditions require a man on duty at 6 A. M. he must be paid for five hours each day in addition to regular eight hour day?

A. Yes, and under decisions rendered by adjustment boards at Washington railroads were compelled to allow considerable back pay on several cases of this kind.

Q. Is it a fact that an employee who keeps a record of wheels applied to and removed from cars must be classified as a mechanic and paid 85 cents an hour?

A. An employee who keeps records of wheels applied to and removed from cars is classified as a carman and is paid 80 cents an hour.

Large Irrigation Projects in Mexico to Be Followed by Foreign Colonization.

Monterey, Mexico, April 19.—[Special.]—Plans are well under way for the reclamation by the Mexican Government of large areas of irrigable lands in the northern part of the country. According to Antonio Villarreal, Secretary of Agriculture of Mexico, the Government will expend 20,000,000 pesos, equivalent to \$10,000,000 American money, in the construction of irrigation projects during the current year. Engineers are now making surveys for the proposed dams and canal systems. When the water is made available the lands will be colonized by experienced foreigners, it is stated. These colonists will come from Canada, Germany, Austria and other countries. Many of them will be from the United States, Mr. Villarreal says. Arrangements are now being made for the establishment of a large colony of Mennonites, who will come from Canada. Homeseekers from various countries are already coming to Mexico in considerable numbers. The Government will provide the colonists with the necessary farm implements and machinery for the cultivation and harvesting of their crops in cases where they do not have money of their own to do so. In the colonization contracts it is stipulated that native labor shall be employed, and that these workers shall be instructed in modern methods of farming in order that they may in due time take up the growing of crops on their own account.

Would Utilize 500,000 Acres of Cutover Land.

Hammond, La., May 6.—[Special.]—Plans are on foot by the Hammond Chamber of Commerce for bringing together the large land owners of this section in an endeavor to utilize the large tracts of cutover timber land. It is said that more than 500,000 acres of such land near here are not being utilized, and that the owners are simply paying taxes on it. A conference is planned to study the subject and devise some definite plan whereby these large tracts can be put to good and profitable use.

Growth of Refined Sugar Industry.

A preliminary statement of the general results of the 1919 census of manufactures with reference to the refined cane sugar industry has been issued by the Bureau of the Census, Department of Commerce, Washington. It consists of a detailed statement of the quantities and values of the various products manufactured, prepared under the direction of Eugene F. Hartley, Chief Statistician for Manufactures.

Reports were received from 20 establishments engaged in the refining of cane sugar during 1919, and their products for the year were valued at \$730,986,706. At the census of 1914 there were 18 establishments with products valued at \$289,398,715. The value of annual production has therefore increased \$441,587,991 or 154.3 per cent.

In 1919, 5 establishments were located in New York, 4 in Pennsylvania, 3 in Louisiana, 2 each in California, Massachusetts and New Jersey, and 1 each in Texas and Georgia.

The statistics for 1919 and 1914 are summarized in the following statement. These figures are preliminary and subject to such change and correction as may be necessary from a further examination of the original reports.

Comparative Summary of Statistics for the Refined Sugar Industry, 1919 and 1914.

	No. of establishments		Production	
	1919	1914	1919	1914
Total for the industry.	20	18	\$730,986,706	\$289,398,715
Refined sugar:				
Pounds			7,042,905,337	6,666,268,045
Value			\$713,567,395	\$285,495,974
Molasses:				
Gallons			5,916,668	
Value			\$678,771	35,802,995*
Sirup:				
Gallons			38,144,320	\$3,284,278*
Value			\$14,637,830	
All other products—value			\$2,102,710	\$618,463

* Not reported separately in 1914.

Coal Production in the United States.

The United States Geological Survey reports that the production of soft coal during the week ended April 23 again increased, the output for the period being estimated at 6,829,000 net tons,—this including lignite and coal coked,—and being 294,000 tons more than the week previous. Notwithstanding this increase it is noted that production of bituminous coal continues at the lowest rate touched since the depression in 1914, excepting the strike period of 1919. Production of Pennsylvania anthracite, including mine fuel and sales to local trade, is estimated at 1,903,000 net tons for the week, an increase of 18,000 tons. Production of beehive coke showed a total output of 73,000 net tons or 1,000 tons less than the previous week.

The Geological Survey has also issued a preliminary report on the commercial stocks of soft coal on April 1 in which it is said: "A final estimate of the total stocks on hand cannot be made until more complete returns are received from consumers. It is, however, possible to state that the stocks on hand as of January 1, 1921, were somewhere between 42 and 48 million tons—say 45 million,—and that on April 1 they had fallen to somewhere between 34 and 39 million,—say 37 million."

A table shows that the estimated stocks on hand on March 1 of last year were 24,000,000 tons and on June 1, 1920, they were 20,000,000 tons, coal in transit not being included.

Reports from Hickman, Ky., state that the cotton acreage in that section has been cut possibly 75 per cent. Many of the big planters still have on hand last year's cotton and they are turning to other crops this year.

THE IRON AND STEEL SITUATION

Steel Tonnage Nearly Two-thirds Pre-war Output.

Pittsburgh, Pa., May 9—[Special.]—Estimates made in the trade as to the rate at which the independent steel mills are operating range between 30 and 40 per cent, while the Steel Corporation is estimated as operating between 35 and 40 per cent. Thus one cannot be far wrong in estimating the rate of operation of the whole industry at about 35 per cent. While this is a low rate in percentage, the rate in actual tonnage does not look so bad, being 18,000,000 or 19,000,000 tons of steel ingots a year, nearly two-thirds the production in the best two tonnage years before the war, 1912 and 1913, while it is better than the rate at any time prior to 1905, when the steel industry was thought to be quite a good sized affair.

Steel producers believe that there are still some stocks in the hands of buyers, to be liquidated, and if that is the case the rate of consumption is probably in excess of the rate of production. Thus while the steel mills appear to be chiefly idle the country is really transacting some business.

The equalized and stabilized prices developed three or four weeks ago are being steadily maintained. The test of whether the independents will continue to adhere to present prices is expected to be made in the next 30 days. Steel makers predict that if no price changes occur within that period the market will probably run through the summer without change.

New buying of steel products is distinctly light at the present time, but the independents have a fair amount of business on books, recently secured, while the Steel Corporation is receiving specifications against old contracts in somewhat larger volume than before contract prices were reduced.

High spots in a generally dull market are black and galvanized sheets, with a fair demand for miscellaneous purposes and a rather good demand for automobile sheets, terne plate for roofing purposes, blue annealed sheets, 10 gauge, for making small oil storage tanks, and nails and barb wire. Wire fence is in light demand. Mills remark that the dealers are not carrying stocks of fence and farmers either do without or patronize the mail order houses.

The reduction in the oil price for the mid-continent field, following the two recent advances in Pennsylvania, rather surprised the trade. There is more disposition to buy steel to make tanks for storing oil than tubular goods for increasing production.

Tin plate demand is phenomenally poor. Prior to 1919 the production in any year was never more than 16 per cent under the previous record, but this year's decrease will be much greater. The general line demand for tin plate, for packing oil, paint and a multitude of products, is light but is expected to recover. The demand of the packing trade, on the other hand, is extremely light and cannot recover, as the packers are planting much less than formerly. The difficulty is the large stocks of canned goods in existence, attributed in about equal proportions to light absorption in the past few months and to last year's packs having been too heavy. Even the salmon industry is having a light season.

Last Tuesday the Steel Corporation announced its wage reduction, about 20 per cent on common labor and proportionate reductions in other wages and in salaries. The reductions are effective Monday, May 16. The independent steel producers had begun reducing wages early in December, the last reductions being about

February 15, by the large interests in the Mahoning and Shenango valleys and the Jones & Laughlin Steel Company at Pittsburgh. Thus the Steel Corporation's reduction falls from three to five months later than the reductions by independents. The independents did not all reduce by precisely the same amounts, but in general wages will now be fairly uniform.

Wages being now reduced about as far as they are likely to go unless or until there is a considerable further decline in the cost of living, the iron and steel industry as a whole, and particularly the blast furnace interests, are looking still more at the prospects of a reduction in freight rates. It is claimed, and generally believed, that the freight cost of assembling the raw materials at blast furnaces have more than doubled since 1913.

Independent steel producers are very much interested in the case established before the Federal Trade Commission on the subject of "Pittsburgh basing" or "Pittsburgh plus" in the sale of steel products, now regularly before the commission by the issuing of a formal "complaint" by the commission. The matter has been before the commission, off and on, for about two years, the issue being whether the commission would formally take up the matter. The chief question hitherto involved has been whether the commission had jurisdiction, either under the Clayton act or the Trade Commission act. Predictions are made that the system will disappear of its own accord before the case can possibly be decided.

Pig iron has continued to soften, but declines from time to time are now quite small, showing that the market is scraping bottom. While \$23, valley, has been quoted for some time on basic iron, it develops that all the sales of any consequence since the end of March have been at \$22.50, while it is reported now that \$22 has been done. Foundry iron is quoted at \$24, valley, against \$24.50 a week ago, but some furnace interests are effecting small sales to regular customers at \$25.

Connellsville coke prices are rather involved. There is one low seller, that quotes a price only occasionally, several sellers at higher figures, and a number of operators who intend to keep their plants idle until there is a real demand. Roughly speaking furnace coke is about \$3.50. Foundry coke holds up quite well at \$5 to \$5.50.

Better Feeling at Birmingham.

Birmingham, Ala., May 9—[Special.]—Pig iron selling in the Birmingham district continues on the main in a car-lot pace, an occasional tonnage attracting attention by reason of being out of the ordinary. The aggregate business fails to arouse any great enthusiasm but there is considerable more confidence expressed in industrial circles as to the pig iron market and there are some indications that an improvement will be noted in the near future. The quotations are showing a little more strength on a level of \$23 per ton, No. 2 foundry. Reports as to offers of \$21 per ton are based on a plan to sell a little tonnage to those who have iron waiting for delivery on purchases made some time back, the object being to equalize the purchases. The Alabama Company is still selling its output right along and making delivery steadily. The Republic Iron & Steel Company is selling iron off furnace yards, with no operations on. The Woodward Iron Company has a furnace in operation as has the Sloss-Sheffield Steel & Iron Company, but sales by these companies are not up to expectations.

The make in the Birmingham district will show a further reduction this month, the two furnaces blown out by the Tennessee Coal, Iron & Railroad Company at Bessemer, 12 miles from Birmingham, one that had been making ferro-manganese and the other foundry iron, to bring about a deflection in the make. The Gulf States has put the blast on again at its furnace at Gadsden and by the end of the week will be getting the usual output of basic iron. This company does not go on the open market very frequently with its pig iron. It is also starting up this week a portion of its open hearth furnaces in the steel mill and also the blooming mill. The new president of the Gulf States, Charles A. Moffett, states that the resumption in these operations is more for the purpose of giving employment to labor than to meet any new demands for the products. However, there is a better feeling in steel in this district and the hope is there will be warrant for further resumptions throughout the district.

J. W. Porter, vice-president and general sales manager of The Alabama Company, just back from a trip into various iron consuming sections, reports a better feeling expressed and has hopes of some steady business coming in before long. His company is selling its make steadily, one furnace being in operation, with prospects of a reduction from now on of the surplus iron on the yards.

Statistics show an increased amount of pig iron on yards in this district. One of the independent companies is said to have pig iron, coke and other material on yards to the value of \$4,000,000 and more. More than 205,000 tons of all kinds of iron can be found on yards in this district, the Tennessee Company and one of the independent companies had more than 150,000 tons.

The steel operations in the Birmingham district now, with resumptions at Gulf States Steel Company plants this week are above the 50 per cent capacity mark. There is considerable shipment of steel rail, plates and other shapes to foreign countries via Mobile, including the 10,000 tons of steel rail for the South Manchurian railways, besides some movement that is going to the Pacific Coast, via Mobile and the Panama canal. The Chickasaw Shipbuilding and Car Company at Mobile Saturday launched another steel boat, The Anniston City, Mrs. Kilby, wife of Governor Kilby, being sponsor. This boat will be placed in the Pacific coast fleet when completed, in the near future. All steamships produced at the plant of the Chickasaw Company, subsidiary of the Tennessee Coal, Iron & Railroad Company, (Steel Corporation), have proven successes and several have already made two and three trips abroad, carrying products of the Birmingham district.

The cast iron pipe trade is gradually improving, is the report again by prominent pipe people. Several orders were received recently in this district and there is a little better melt noted. Sanitary pipe bookings are looking up some but warehouses are full of stock and all demands can be met promptly without any need for urging production.

The Sloss-Sheffield Steel & Iron Company has obtained permit from the city of Birmingham to build a railroad from their by-product coke oven plant in North Birmingham to their furnace plant in the same section of the city and to the city furnaces. Several blocks of railroad will be constructed but there will be a considerable saving in the course of time in the handling of coke and coal. In the last few years the Sloss-Sheffield Company has put into execution several projects looking to the reduction of costs in the production of pig iron, the big by-product coking plant, installation of electric operations at all works of the company, pig iron breakers at some of the furnaces, skip-hoists and new cast sheds

and other betterments and improvements have been installed. The entire operations of the company are being placed in the best of condition and while general trade now is very dull some betterment work is being undertaken.

The coal trade in Alabama continues dull. Appeals to the people consuming domestic coal and to the industrial and transportation corporations using steam coal to purchase their Fall and Winter's needs now and thereby avoid difficulties later on in the year have been in vain, the change in the business being inconsequential. But one or two of the railroad systems purchasing fuel in this section have been stocking up the product, others waiting until later, some of the railroads not being able to pay now for their fuel and others not having facilities for storing as much coal as might be desired.

A little better feeling is noted in the coke market, some sales being made and inquiries in hand. One of the smaller producers in the district announces orders in hand that will take at least three or four weeks to fill and inquiries under consideration that will require another month or two to fill. Quotations for coke are holding their own, foundry coke being sold at \$7 per ton and furnace coke under \$6. Some little coke is being shipped again to Mexico and the Middle West.

Proposed revision in day wages, salaries and other wages of employees of subsidiary organizations of the United States Steel Corporation was expected and several thousand men in the Birmingham district will be affected this month when the reductions go into effect. The Tennessee Coal, Iron & Railroad Company, Chickasaw Shipbuilding & Car Company and the American Steel & Wire Company have big works in this district. Revision of working hours also, getting away from the 12-hour shifts, has been under way in this section for some time but not completed. In many departments the 8-hour a day rule was put into effect but a general change to the 8 hours was not altogether pleasing to the labor as it reduced the earnings of the men.

The scrap iron and steel market in the Birmingham district continues very quiet, with but little tonnage moving and no intimation of activity in the near future. The quotations are at a low point and weak. There is an abundance of stock on yards in this district.

Pig iron and scrap iron and steel quotations in the Birmingham district are as follows:

FIG IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$23.00 to \$25.00; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$24.25 to \$26.25; iron of 2.75 to 3.25 per cent silicon, \$25.50 to \$27.50; iron of 3.25 to 3.75 per cent silicon, \$26.75 to \$28.75; iron of 3.75 to 4.25 per cent silicon, \$28.00 to \$30; charcoal iron, f. o. b. furnaces, \$35.00.

OLD MATERIAL.

Old steel axles	\$15.00 to \$16.00
Old iron axles	23.00 to 24.00
Old steel rails	12.50 to 14.00
Heavy melting steel	12.00 to 13.00
No. 1 R R wrought	12.00 to 13.00
No. 1 cast	14.00 to 15.00
Stove plate	13.00 to 14.00
Old car wheels	14.00 to 15.00
Old tramcar wheels	13.00 to 14.00
Machine shop turnings	6.00 to 7.00
Cast iron borings	6.00 to 7.00

Kentucky Drainage Project Under Way.

Paducah, Ky., May 6.—[Special.]—Dredging work has begun on the Mayfield Creek drainage ditch. This is one of the largest drainage projects ever undertaken in this state and will reclaim thousands of acres of farming land, and will when completed cost approximately \$500,000.

The big dredge being used is of the dipper type. It is 34 by 90 feet. The work is being done under the direction of the Mayfield Creek Drainage Commission.

RAILROADS

Florida West Coast Route Planned.

The Florida West Coast Railway Co. has been organized according to a report from Fort Myers, Florida, saying that it is proposed to build the necessary link or links of tracks to form a through route down the western coast of the Florida peninsula from Covington, Fla., southward. The capital stock of the new company is said to be \$500,000 and liabilities are limited to \$1,000,000. Henry Colquitt, of Detroit, Mich., and Fort Myers, Fla., is president; Fred C. Garmon, of Accord, Mass., and Fort Myers, vice-president; and L. A. Whitney, of Fort Myers, secretary-treasurer, the latter being also secretary of the Fort Myers Chamber of Commerce.

For some time connecting links of railroad have been proposed between Covington and Perry, and also between Perry and Monticello, but nothing definite has yet been done to fulfil the plans. While these places are far north of Fort Myers the latter would benefit by the proposed construction as would other places between, so that the efforts to carry out the long cherished idea of building a through route down the west coast are being pushed as earnestly as they might be at points close to the country where the actual work would have to be done.

Baltimore & Ohio Shows Net Increases.

The Baltimore & Ohio Railroad's statement for March shows railway operating expenses, \$16,217,398.91, a decrease of \$544,899.97 as compared with March of last year; railway operating expenses, \$13,280,154.23; decrease, \$3,113,635.44; net revenue from railway operations, \$2,937,244.68; increase, \$2,568,735.47; net railway operating income after deductions of railway tax accruals, rentals, etc., \$2,318,654.24; increase, \$2,175,194.16. The figures for the aggregate of the first three months of this year are as follows: Railway operating revenues, \$48,238,909.85; decrease, as compared with the same period of last year, \$473,088.90; railway operating expenses, \$42,474,119.77; decrease, \$5,268,148.00; net revenue from railway operations, \$5,764,790.08; increase, \$4,795,059.10; net railway operating income after deduction of railway tax accruals, rentals, etc., \$3,285,884.72; increase, \$3,934,906.53.

Pennsylvania Railroad Statement.

The statement of the Pennsylvania Railroad for March shows operating revenues \$42,370,129; increase as compared with March of last year, \$1,255,388; railway operating expenses, \$37,820,771; decrease, \$4,191,215; net revenue from railway operations, \$4,549,358; increase, \$5,446,603; net railway operating income after deduction of railway tax accruals, etc., \$2,032,496; increase, \$4,753,650. From January 1 to March 31 the railway operating revenues were \$124,594,916 increase, as compared with the same period of 1920, \$8,727,241; railway operating expenses, \$118,675,112; decrease, \$7,878,931; net revenue from railway operations, \$5,919,804; increase, \$16,606,172; net railway operating income after deducting tax accruals, rentals, etc., showed a deficit of \$1,252,231, which is a decrease of deficit of \$14,897,716.

Western Maryland Gets \$400,000.

The Interstate Commerce Commission, says a report from Washington, has authorized the payment of \$400,000 to the Western Maryland Railway Co. under the guaranty provision of the Transportation Act.

To Dispose of Texas State Railroad.

Austin, Texas, May 2—[Special.]—It is probable that the Texas State Railroad, 34 miles long, from Rusk to Palestine, Tex., will be operated by the Southern Pacific Company as part of the Texas & New Orleans division of that system. The Southern Pacific has proposed to lease the line, with the privilege of purchasing it, and it is understood that the offer will be accepted by the board recently created by the legislature to either operate or dispose of the property. This board consists of Lieutenant Governor Lynch Davidson and John A. Glen, the latter being division superintendent of the Santa Fe System at Beaumont, Tex. The State Railroad connects with the Texas & New Orleans Railroad at Rusk. It has been a burden to the state ever since it was built.

New President of a Southern Electric Line.

W. S. Lee, of Charlotte, N. C., vice-president of the Piedmont & Northern Railway Co., has been elected president to fill the vacancy caused by the recent sudden death of Z. V. Taylor. J. C. McGowan, of the same city, was elected secretary and N. A. Cocke, previously secretary-treasurer, was elected vice-president and treasurer. J. H. Seapart and C. C. Armstrong, both of Gastonia, N. C., were elected members of the board of the directors to fill vacancies.

Increase in Car Loadings for Week of April 25.

Washington, May 9—[Special.]—Another slight increase in the number of cars loaded with revenue freight was shown during the week ending April 23, according to the Car Service Division of the American Railway Association. The total for the week was 704,527, an increase of 631 cars over the total for the previous week. Increases were reported in loading coal, coke, ore, and livestock. There was shown, however, a decrease of 13,000 as compared with the same week in 1920, and 10,500 compared with 1919.

Service to Come from Receivership.

George P. Dunlap has been appointed receiver for the Dallas Standard Traction Co., owner of the Mount Auburn-Parkview line at Dallas, Tex., as a result of a legal action taken by the Power Investment Company. It is stated in a report from Dallas that this means that street railway service will be given to Mount Auburn and Parkview by means of shuttle cars. It appears that the property of the traction company was to have been sold to satisfy a judgment but that the receivership prevented the sale.

Earnings on Atlantic Coast Line.

A statement of the results of operation during March on the Atlantic Coast Line shows gross earnings of \$7,112,880, as compared with \$6,298,215, in the same month of last year. Net operating income was \$1,042,818, as compared with \$340,150. The gross earnings for the first three months of the year combined were \$19,886,000, as compared with \$19,667,000, for the same period of 1920, while net operating income was \$2,057,000, as compared with \$3,114,248.

Extension Project.

Cisco, Texas, May 2—[Special.]—The stockholders of the Cisco & Northeastern Railroad have just authorized a bond issue of \$1,000,000, the proceeds to be used for constructing extensions and to care for present indebtedness. The proposed extensions are to run north and west from Breckenridge through the developed oil region, according to R. Q. Lee, president. The road now operated is 28 miles long from Cisco to Breckenridge.

GOOD ROADS AND STREETS

West Virginia to Spend \$15,000,000 on Roads— Legislature Authorizes Bond Issue and Co-ordinates Legislation Bearing on Work.

The legislature of West Virginia by unanimous approval has enacted a new road law and also authorized the issuance of \$15,000,000 of bonds during a two-year period, to be expended for highway construction in accordance with the terms of the new legislation. This is the first installment of the \$50,000,000 bond issue approved by the voters last fall at the general election.

Under the provisions of the measure, the bonds will be dated July 1, 1921, and become payable from July 1, 1927, until July 1, 1946. They may be registered in such denominations as the governor may determine and he is authorized to sell the bonds at any time when it is deemed necessary to provide funds for road purposes, upon the recommendation of the state road commission.

The act embraces in one comprehensive statute a complete system of laws for the state in regard to the construction, reconstruction, maintenance and repair and all public highways and bridges and the regulation of traffic over the same. It defines and classifies public roads, provides for the co-operation of the state and federal governments and for a state system of highways connecting at least the various county seats, creates a state road commission and allows for a corps of assistants. The county system of road development has been adopted in preference to the trunk line system.

A state road sinking fund will be formed into which all money received for the payment on bonds will be deposited for the purpose of paying interest or retiring the bonds. The legislation controls the distribution of the state road fund and provides that before July 1 of this year and every two consecutive years the road commission shall determine the amount of money available throughout the state for highway purposes. A "reserve fund," not exceeding 20 per cent of the total amount ascertained, may be retained by the commission and the remaining 80 per cent be apportioned to the various counties for road improvement or construction.

The public highways of the state are divided into "State" and "county district" roads, the former including all roads not taken over for construction or maintenance by the road commission, according to the provisions of the new legislation.

Extensive Highway Construction in North Carolina —State Highway Commission Apportions \$10,- 000,000 Among Various Districts for Expendi- ture This Year.

Preparatory to the construction of improved highways in the various counties of North Carolina, the State Highway Commission, Frank Page, chairman, has apportioned \$10,000,000 among nine districts for expenditure during the present year on road construction, this being the initial installment of a \$50,000,000 bond issue authorized for highway improvements throughout the state. The plans provide for the ultimate construction of more than 6,000 miles of hard-surfaced and other approved types of roadways in these districts and the expenditure authorized is exclusive of Federal aid funds and of the separate amounts available in the different counties for lateral roads. The latter includes the \$2,000,000 bond issue recently voted by Mecklenburg county, the \$2,000,000 bond issue authorized by Guil-

ford county and other sums ranging from \$100,000 to approximately \$1,000,000 by various other counties, the total of which may amount to \$10,000,000. The State Highway Commission is now completely organized, the chief engineer selected being Clifford Holder of Illinois.

The distribution of funds, the district engineers appointed and the mileage of roads authorized for ultimate construction are as follows:

First District, J. C. Gardner; \$1,513,300; 812 miles.
Second District, R. E. Snowden; \$1,157,100; 627 miles.
Third District, Will Morson; \$998,200; 581 miles.
Fourth District, F. E. Schnepfe; \$1,120,400; 652 miles.
Fifth District, John D. Waldrop; \$1,106,800; 703 miles.
Sixth District, J. D. Pridgen; \$1,371,000; 717 miles.
Seventh District, C. E. Currie; \$950,000; 717 miles.
Eighth District, H. E. Noell; \$847,700; 603 miles.
Ninth District, Wythe M. Peyton; \$902,500; 650 miles.

The application of the funds apportioned was specified in all districts except the Second and Sixth and the approval of roads in these districts will depend upon the chairman of the commission and the resident commissioner. The apportionment was made on the basis of population, area and road mileage.

Construction of the highways will proceed simultaneously in the nine districts and all contracts will be awarded through the chairman of the commission. It is proposed that the contracts be equally distributed and the work be developed on a parity by the different districts. Maintenance will begin as soon as the highways have been taken over by the commission.

Colorado-to-Gulf Highway Association Meets.

Fort Worth, Texas, May 2—[Special.]—The seventh annual convention of the Colorado-to-Gulf Highway Association was held in this city last week and various subjects of importance in connection with the construction of the proposed highway were discussed. The following officers were elected: President, C. H. Walker of Dalhart, Texas; first vice-president, Hugh L. Small of Fort Worth; second vice-president, J. Allen Kykoff of Clayton, N. M.; treasurer, A. R. Davis of Raton, N. M.; secretary, W. D. Estes of Amarillo, Texas. A permanent manager to direct the work of the association will be selected by the executive committee, his salary and expenses to be defrayed by pro rata assessments on each county through which the highway passes.

The 1922 convention will be held in Amarillo, Tex., the time of the meeting to be decided by the executive committee.

Nearly \$4,000,000 in Paving Ordered Since April 1.

According to an estimate of George D. Fairtrace, city engineer, the Board of Commissioners of Dallas, Tex., has ordered since April 1 the paving of 110 streets at a cost of \$3,956,812, exclusive of curbing and guttering.

The Texas Bitulithic Co. has secured the contract for paving 73 streets at a cost of \$2,421,043 and the Uvalde Rock Asphalt Co. is the contractor for 37 streets at a contract price of \$1,535,769. The two contracts provide for 744,454 square yards of paving. The city will pay \$664,514 of the cost, the property owners \$3,184,190 and the Dallas Railway Co. \$108,109.

Good Roads Meeting at Greensboro, N. C.—Progress of Highway Construction South is Emphasized.

The ninth annual meeting of the United States Good Roads Association was held in Greensboro, N. C., from April 18 to 22, inclusive, delegates attending from many States. Speeches emphasizing the necessity and advantage of modern highways in every locality, were delivered by prominent speakers. The resolutions adopted endorsed the Federal road building plan and recommended to Congress an annual Federal appropriation of \$100,000,000 for a period of five years, as the Government's share in co-operative road building.

The Bankhead National Highway Association also convened at Greensboro on April 21 and the two associations held joint meetings on April 22 and 23.

Thomas H. MacDonald, chief of the United States Bureau of Public Roads, Washington, D. C., in speaking of the progress in good roads construction throughout the country, presented some important data, especially in regard to the relative advancement made in the building of modern highways in the South. According to his figures, there have been built approximately 22,000 miles of roads of various types in the country, representing an expenditure of about \$360,000,000. Mr. McDonald said in part:

"The progress of road improvement in the South is plainly shown by the record of expenditures during the last 15 years. The estimated total of expenditure for 1904 for the 15 Southern States of Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia and West Virginia was approximately \$11,000,000 out of a total expenditure for the whole United States of about \$59,400,000, or roughly 18 per cent. Ten years later in 1914, this had increased to approximately \$52,000,000, or about 21 per cent of the total United States expenditure. The increase continued steadily and in 1919 was approximately \$90,000,000, or 23 per cent of the total for the United States. In 1920 it was considerably over \$100,000,000, in spite of the adverse influences holding back all construction work.

"It is estimated that for the year 1921, approximately \$177,000,000 are available for road and bridge expenditures in the Southern States. This is about 28 per cent of the amount estimated as available in all the States.

"The percentage of the total improved road mileage to the total of all roads rose from 3.9 per cent in 1904 to approximately 13 per cent in 1920. For all the States, these percentages were for 1904, 7.1 per cent; and for 1920, about 14 per cent.

"The records of the bureau show that of the Federal aid road plans approved for the Southern States up to February 1, 1921, basing the percentages upon the total estimated cost, 37 per cent were for class 1 roads, 14 per cent for class 2 and 40 per cent for class 3, 9 per cent being for bridges. For the whole United States these percentages were: Class 1, 32 per cent; class 2, 8 per cent, and class 3, 54 per cent, 6 per cent being for bridges. Class 1 consists of earth, sand-clay, shell and gravel; class 2 of waterbound and bituminous macadam, and class 3 of rock asphalt, bituminous concrete, Portland cement concrete, brick and sheet asphalt."

Following are the officers elected for the United States Good Roads Association for the ensuing year: President, Ex-Governor Charles T. Brough of Arkansas; vice-presidents, Governors Lee Russell of Mississippi, O. A. Larrazola of New Mexico, R. M. Hubbard of Texas, N. L. Miller of New York, and Judge E. P. Toney of Arkansas; J. A. Rountree of Birmingham, will continue as director general.

Officers and directors of the Bankhead Highway Association were chosen as follows: Col. Benchan Cameron of Stagville, N. C., president; Leon P. Jones of Alabama, treasurer; J. A. Rountree of Birmingham, director general. A vice-president and two directors were selected for each State through which the highway passes, John Sprunt Hill of Durham, being chosen vice-president, with C. M. Vanstory of Greensboro, and Col. T. L. Kirpatrick of Charlotte, directors for North Carolina.

The 1922 conventions of the two associations will be held at Phoenix, Ariz.

Note on Good Roads Construction.

Two contracts approximating \$80,000 for road improvements have been awarded by the commissioners of Val Verde county, Texas. The contracts provide for the grading and gravel surfacing of 7.24 miles of Highway No. 12 and 11.69 miles of Highway No. 3. Smith & Jones and Pugh & Starkey of Houston received both contracts at \$29,617.56 and \$33,237, respectively. The contracts for the concrete drainage structures on the two roads were awarded to the McCall-Moore Engineering Co. of Waco, Tex., at \$7,078 and \$10,912, respectively.

Plans for the construction of 8.7 miles of bituminous macadam roadway on Highway No. 11 in Hunt county, Texas, have been approved by the State Highway Department. The cost is estimated at \$225,886. A. D. Duch of Greenville, Texas, is the county engineer.

The contract for grading, gravel surfacing and constructing steel and concrete bridges on 36.6 miles of the Meridian Highway in Bell county, Texas, has been awarded to A. C. Buchanan & Son of Temple, Tex., at \$102,905. W. J. Treadway of Temple, Tex., is the county engineer.

Several additional contracts recently awarded by the Missouri State Highway Board for the construction of Federal-aid highways and a number of bridges total approximately \$159,000. A. W. Graham of Jefferson City is the state highway engineer. One contract providing for 8.211 miles of gravel surfacing in Madison county was awarded to M. E. Gillioz of Monett, Mo., at \$52,484.86. The work also includes the erection of 6 bridges costing \$25,159.75 additional. Another contract for the surfacing of 5.552 miles of highway in Cedar county, including a 30-foot reinforced concrete bridge, was let to the Kelley Construction Co. of Eureka Springs, Ark., at \$57,941.81. The contract price for the bridge is \$4,921. A. L. Cook of Ottawa, Kans., secured the contract to build 3.144 miles of road from Princeton eastward, the contract price being \$18,514.

The commissioners court of Brazos county, Bryan, Tex., has ordered an election for May 31 to vote on the issuance of \$1,500,000 of bonds for road construction.

At a special session of the Campbell county court at LaFollette, Tenn., an appropriation of \$256,000 was authorized for the improvement of 22 highways.

Bids will be received until May 18 at the office of J. W. Motte, Director of Public Works, Savannah, Ga., for paving various streets with plain concrete. About 43,000 square yards of paving is involved.

The State Highway Commission of Maryland, offices in the Garrett Building, Baltimore, is inviting bids until May 17 for the construction of six sections of highways in various counties. The contracts to be awarded call for 1.4 miles of road in Allegany county, macadam resurfacing penetration method; 2 miles in Frederick county, concrete; 2 miles in Prince George's county, gravel; two section of 1.5 and 2 miles respectively, in Caroline county, concrete; .7 mile in Somerset county, concrete. Plans and specifications are on file.

TEXTILE

Encouraging Reports From Textile Centers.

Reports from various sections of the South indicate that conditions in the textile industry are gradually improving and a number of mills that had suspended operations are now resuming, many on a full time basis.

An announcement from Atlanta, states that the Couch Cotton Mills, operating a mill at East Point, Ga., for the production of army duck, filter twills, etc., is now fully 8 weeks behind orders and is in urgent need of 100 sewing machine operators. It is also stated that within 6 or 8 weeks at least 300 more employees will be required.

Encouraging reports come from North Carolina, these including the resumption of full time operations at the cotton mills at Burlington, Graham, Haw River, Swepsonville and elsewhere in Alamance county. The mills in North Charlotte, the Eastside Cotton Mills at Shelby, the yarn mill of the French Broad Manufacturing Co., and the plant of the Asheville Cotton Mills at Asheville, the Durham Hosiery Mills of Durham, which recently received a large contract for hosiery, have all begun full time operations.

Several mills in Alabama also report improved conditions. The Woodstock Cotton Mills at Anniston, which were closed during the past four months, have reopened and will continue to operate on a 6-day a week schedule. The Dwight Manufacturing Co., of Alabama City, is now working on a 45-hour a week basis after a one week suspension and the Carhartt-Hamilton Cotton Mills near Mobile is again operating after 5 months of idleness.

The May Hosiery Mills of Nashville, Tenn., manufacturers of children's hosiery, are now employing about 300 operatives as compared with 500 in normal times and the plant is averaging approximately 60 per cent of the normal time production. The same general conditions are understood to exist at the Davis-Hale-Ransom Co's plant at Nashville, manufacturers of men's seamless hosiery, about 75 employees being required, and according to the management of these two plants, business as viewed on a reconstruction basis is good. Normal conditions are reported at the Washington Hosiery Mills of Nashville, a new plant which has just begun operations with a force of 150 employees, for the manufacture of a fine grade of misses' hose.

Resumption of operations has also been announced by the Parker Hosiery Mills of Portsmouth, Va., and the company's plant at Frostburg, Md., will re-open within a short time.

Unusual activity prevails at the Springstein Mills of Chester, S. C., and its output of gingham has been sold considerably ahead of production. Large orders have been received by the Baldwin Cotton Mills of Chester and the mill is operating on full time. Its principal products are cotton yarns and sheetings.

Kingsville Yarn Mill Begins Construction.

Construction has begun upon the cotton yarn mill recently reported in these columns as to be erected at Kingsville, Tex., by the Kingsville Cotton Mills Co. The main mill building will be 300 by 100 feet and the power house 46 by 70 feet, both structures to be of brick and cost \$40,000. The mill equipment will include 5,000 spindles and will produce 6,000 pounds of No. 8 three-ply cotton yarn daily, 70 operatives to be employed. The machinery will cost \$175,000 and be operated by rope drive. The power house will be equipped with a 300-

horsepower steam plant costing \$18,000. The officers of the company are: Robert J. Kleberg, president; Ben F. Wilson, vice-president; E. W. House, secretary-treasurer; W. D. McNeill, general manager and engineer.

Cotton Seed Men to Meet at Galveston.

Galveston, Texas, April 26—[Special.]—The annual convention of the Texas Cotton Seed Crushers' Association will be held here June 6, 7, and 8.

At a recent meeting of the executive committee approval of the tariff provision for vegetable oils contained in the emergency tariff act was expressed.

5,000-Spindle Yarn Mill To Be Erected.

The Stuart Textile Corporation of Stuart, Va., recently incorporated with \$150,000 capital, has purchased a 65-acre site near Stuart and will erect a yarn mill to be equipped with 4,000 to 5,000 spindles. It is contemplated to have the plant in operation by October 1. J. C. Shockley is president and H. L. Hooker is secretary.

To Expend Approximately \$200,000 for Mill Improvements.

A bond issue of \$200,000 will be authorized by the Woodstock Cotton Mills of Anniston, Ala., manufacturers of mercerized and plain cotton damask, Turkish towels, etc.

Referring to this issue, the company advises that they do not contemplate using the entire amount at once for improvements and additions, but expect to utilize the major portion eventually for the enlargement of the plant and additional machinery, plans for which are now under consideration.

The proposal to issue the bonds were recently reported in these columns as to be submitted at a stockholders' meeting.

Textile Mill Notes.

An announcement has been made that the Interwoven Stocking Co. of New Brunswick, N. J., has purchased a site at Hagerstown, Md., on which to erect a large hosiery mill, the real estate transaction involving about \$50,000.

Carl K. Stonebraker, Henry H. Leedy, Jr., W. Murray Maechtel and associates have incorporated the Southern Ribbon Co. of Hagerstown, Md., with a capital of \$150,000 to manufacture and deal in silks of all kinds.

The Ridge Cotton Mills Co. of Gastonia, N. C., has filed an amendment to charter, increasing the authorized capital to \$1,000,000.

U. S. Air Craft Products in 1919 Worth \$14,372,643.

Washington, D. C., May 3—[Special.]—A preliminary statement of the general results of the 1920 census of manufactures with reference to aircraft has been issued by the Bureau of the Census, furnishing a detailed statement of the quantities and values of the different types of aircraft manufactured during the year 1919, prepared under the direction of Eugene F. Hartley, Chief Statistician for Manufactures.

Reports were received from 31 establishments engaged in the industry during 1919 showing products for the year valued at \$14,372,643, as compared with 16 establishments in 1914 with products valued at \$789,872. Of the 31 establishments reporting for the year 1919, 10 were located in New York; 4 in Ohio; 2 each in California, Massachusetts, and Missouri; and 1 each in Connecticut, Indiana, Illinois, Louisiana, Maryland, Nebraska, New Jersey, Pennsylvania, Rhode Island, Washington, and West Virginia.

LUMBER AND BUILDING MATERIALS

April Sales Records of Southern Pine Lumber Go Higher.

New Orleans, La., May 6—[Special.]—During the month of April reports from a total of 660 lumber mills of the Southern Pine Association for five weeks indicate receipt of orders for a total of 16,866 cars containing 356,296,178 feet. This compares with orders received during the month of March, by a total of 522 mills, for 10,970 cars containing 237,823,270 feet. The past month was one of unusual activity in Southern pine lumber buying. Three times the previous high sales records were broken. For the week ended April 1, 134 mills reported an average order of 506,490, while on April 15 the average order received by 133 mills was 571,737, and for the week ended April 29 the average order per mill rose to 694,049 feet, 134 mills reporting.

Prices have stiffened somewhat under the increased demands. There are indications that the buying now being done is simply to replenish depleted stocks of retailers and to fill orders already in hand or in prospect, and that general buying in volume for future sales has not yet been resumed.

The average production for the last week in April was the highest reported in many weeks, being 492,014 feet per mill. The average production per mill for the week ended April 1 was 468,791 feet. Shipments have likewise been speeded-up in keeping with the increased orders received. An average shipment of 571,946 feet per mill was reported for the week ended April 29, the April 1 average being 493,726 feet per mill. At the end of the past month the total unfilled orders amounted to 11,110 cars, compared with the total for the last week in March of 8,847 cars, and for the last week in February of 9,493 cars.

Southern Pine Sales Records Again Shattered.

New Orleans, La., May 6—[Special.]—A new high record in the sale of Southern pine lumber was established during the week ended April 29, when 134 mills of the Southern Pine Association reported sales amounting to 3,875 cars containing 83,022,500 feet. The previous high record of sales was for the week ended April 15 when 133 mills reported having received orders for a total of 3,550 cars containing 76,041,000 feet. The average order per mill during the last week in April was 694,049, compared with the average for the week ended April 15 of 571,737 feet.

The increase in "orders on hand" during the week amounted to 2.75 per cent. The shipments for the week were 16.25 per cent above production, and the orders were 25.90 per cent above production. Orders were 8.30 per cent above shipments. The actual production was 26.79 per cent below normal, and shipments were 14.90 per cent below normal production. The orders received were 7.83 per cent below normal production.

The report for the week is as follows:

	Cars	Feet
Orders on hand beginning of week....	10,813	231,614,460
Orders received during the week.....	3,875	83,002,500
Total.....	14,688	314,616,960
Shipments during the week.....	3,578	76,640,760
Orders on hand end of week.....	11,110	237,976,200

According to reports rendered to the Southern Pine Association orders for the week ended April 29 averaged 20 per cent more per mill than ever reported for the corresponding week of other years.

Orders representing an average of 694,049 feet per mill are reported, the next nearest figure to this being the same week in 1919 when orders for 576,409 feet were received.

This is a larger amount of orders than has been received in any other week of 1921, being nearly 50 per cent more than orders reported during the last week of March.

Lumber and Building Material Notes.

The Chelsea Tile & Brick Co., Miami, Fla., plans to erect a complete hollow tile plant of mill, brick or tile construction, with a daily capacity of 10,000 tile.

The outlook for building progress in Miami, Fla., is very promising. During the first 25 days of April the valuation of permits issued amounted to \$336,700. The largest permit issued is for a telephone service building to cost \$82,000. Many new structures are being planned for erection in the near future. Miami Beach is experiencing similar activity in building enterprises.

The English-Ott Lumber Co., with main offices at Charleston, W. Va., have begun the erection at Rocky Gap, Va., of a large hand mill to cost approximately \$75,000. A. J. Reynolds is the construction engineer. The officers are: Lee Ott, president; S. English, vice-president; S. S. Williamson, secretary and treasurer; Charles B. English, manager.

Soap Making in South.

The Poland Soap Works has been organized at Anniston, Ala., with \$25,000 capital, with the following officers: Carter D. Poland, president; Wilber M. Salter, vice-president, both of Anniston, and O. L. Williams, secretary-treasurer, of Greenville, S. C.

A plant will be established to manufacture bulk soap, washing powder, etc., with an annual capacity of 3,000,000 lbs. of finished product.

Carter D. Poland, president, advises the Manufacturers Record that they expect to place their plant in operation within 30 days' time, and adds, "Soap factories are very scarce in the South and we do not understand why. We expect to do a big business in developing such an industry in this section. We will cover the entire South."

New Hotel Opens at Atlanta.

Atlanta, Ga., May 4—[Special.]—The Hotel Hampton here has just opened its doors to the public. The new structure has 60 rooms, each with bath, and all outside and is located at 29-31 Houston street near the Candler building, right in the heart of the city. The Hampton is handsomely furnished and equipped with every modern convenience. Preliminary announcement of the promotion of the hotel by Wade H. and J. H. Davis was made last December and the structure was completed in what is considered record time.

Engineers To Discuss Road Building Machinery.

The new Materials Handling Division of the American Society of Mechanical Engineers is planning sessions for the discussion of "Design and Construction of Machinery for Road Building" at the Society's spring meeting to be held at the Congress Hotel, Chicago, May 23-26. Four papers will treat this problem from the viewpoint of the contractor, the road builder, and possible future development of mechanical equipment in road building.

Construction Department

EXPLANATORY.

The MANUFACTURERS RECORD seeks to verify and obtain additional information regarding all enterprises reported in its Construction Department, by direct daily correspondence. Further facts of news value are published later from telegraph, mail and representatives' reports. We appreciate having our attention called to errors that may occur.

DAILY BULLETIN.

The Daily Bulletin of the MANUFACTURERS RECORD is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$20.00 per year.

Airplane, Plants, Stations, Etc.

W. Va., Fairmont.—Airplanes.—Fairmont Aviation Co., capital \$25,000; inceptd. by E. P. Smith, H. J. Wilson, Carter S. Fleming.

Bridges, Culverts and Viaducts.

Ala., Tuscaloosa.—Tuscaloosa County voted \$75,000 bonds to construct bridge over Warrior River; Wm. W. Brandon, County Judge. (Lately noted to vote.)

Fla., Miami.—Will build bridge across Miami River; vote on \$110,000 bonds. Address The Mayor.

Md., Baltimore.—City will rebuild bridge across Curtis Creek; cost \$56,000. Address Public Improvement Comn.

Mo., Fredericktown.—State Highway Dept., Jefferson City, Mo., let contract to M. E. Gillioz, Monett, Mo., at \$25,159.75 for 6 bridges, Madison County; F. A. Project 101, Section A; M. S. Murray, Div. Engr., Sikestown, Mo.

Mo., Stockton.—State Highway Dept., Jefferson City, Mo., let contract to Kelley Construction Co., Eureka Springs, Ark., at \$4,921 for bridges; Cedar County, F. A. Project 102; H. P. Moberly, Div. Engr., Springfield, Mo.

Mo., West Plains.—Howell County will construct bridges and roads; \$500,000 available; bids until May 14. Address County Court. (See Machinery Wanted—Bridge Construction.)

N. C., Durham.—Will construct box culvert; bids until May 16; specifications provide for building 3 concrete box culverts, total length 200 ft. and located on adjoining streets; H. W. Kueffner, City Engr. (See Machinery Wanted—Culvert Construction.)

N. C., Salisbury.—Rowan County will sell \$400,000 bonds for bridge and road construction; Max L. Barker, Clk. County Comms.

Okla., Ada.—Pontotoc County plans bridge across Sandy Creek on Egypt road. Address County Comms.

Tex., Corpus Christi.—Nueces County will build concrete bridges; 206,000 lbs. reinforcing steel; bids until May 13; F. A. Tompkins, County Auditor. (See Machinery Wanted—Bridge Construction.)

Tex., Fort Worth.—Tarrant County will construct 65-ft. reinforced concrete bridge over Indian Creek; bids until May 9; W. E. Yancy, County Auditor.

Tex., Strawn.—Palo Pinto County plans steel and concrete bridge over Palo Pinto Creek; \$33,000; E. L. Petts, County Judge; M. V. Smith, County Engr.; both Palo Pinto, Tex.

Tex., Wharton.—Wharton County plans to construct bridge over West Bernard River; \$25,000; W. G. Davis, County Judge; Nagle-Witt-Rollins Engineering Co., County Engr.

W. Va., Huntington.—Huntington & Ohio Bridge Co., capital \$1,000,000, inceptd. by Herbert Fitzpatrick, M. Broh and C. M. Gohen.

Canning and Packing Plants.

Ala., Mobile.—Gulf Packing Co., Chas. A. Clark, Gen. Mgr., will establish canning plant.

Ga., Waynesboro.—Burke County Chamber of Commerce, W. W. Clark, Secy., plans erecting 40x20-ft. fireproof meat curing plant, including beef chilling room. (Lately noted.) (See Machinery Wanted—Meat Curing Plant.)

La., DeRidder.—DeRidder Canning Co. is being organized to erect cannery and cold storage plant; pack vegetables, especially sweet potatoes. (Lately noted. Chamber of Commerce will organize company.)

Miss., Natchez.—Bluff City Canning Co., capital \$20,000; inceptd. by Vincent E. Zizzi, Thomas Cicoria.

Okla., Muskogee.—Puritan Packing Co., 311 Surety Bldg., organized with Zin Truman, Prest.; J. W. Porter, Secy.; J. W. Hale, Treas.-Mgr.; install jelly-making machinery with 25-H. P. boiler; daily output 80 cases fruit jelly. (Lately noted inceptd.; capital \$25,000.)

S. C., Aiken.—Thos. Hitchcock, interested in establishing \$25,000 cannery.

S. C., Charleston.—Swift & Co., U. S. Yards, Chicago, Ill., will expend \$10,000 to improve buildings at Meeting and Mary Sts.

Tex., Galveston.—Rosenthal Packing Co., Louis Rosenthal, Propr., purchased plant and site of Galveston Packing Co. will expend \$100,000 on improvements; install machinery for slaughtering 200 hogs, 50 cattle and 50 calves daily; two refrigerating machines; construct 15,000 cu. ft. capacity cold storage vaults; killing floor will have hog de-hairing device with capacity 150 hogs an hour.

Clayworking Plants.

Fla., Kelsey City.—Bricks, etc.—Kelsey City Brick & Supply Co., capital \$500,000; inceptd. with Harry S. Kelsey, Prest.; Fred A. Clarry, V.-P. and Secy.; Jas. McDonald, Treas.

Md., Cumberland.—Bricks and Tiles.—Queen City Brick & Tile Co. increased capital from \$100,000 to \$200,000.

Tex., Bridgeport.—Bricks.—Phoenix Clay Corp., C. W. Martin, Prest., reported to have acquired plants of Bridgeport Brick and Tile Co. and Wise County Coal Co.; is erecting plant; 140,000 bricks combined daily output of two plants.

Coal Mines and Coke Ovens.

Ky., Island.—F. B. S. Coal Co., capital \$250,000; inceptd. by I. Fruhlinger, George Busik, Michael Sillig.

Ky., Minnie.—Elkhorn Star Coal Co., W. D. Sutton, Prest.-Mgr., Ashland, Ky., has daily output of 350 tons coal under present development; install mchy. (Lately noted increased capital to \$125,000.)

Ky., Prestonburg.—Parker Elkhorn Coal Co. increased capital from \$25,000 to \$50,000.

Tenn., Clearfield.—Clearfield-Jellico Coal Co., W. A. Stewart, Prest., let contract to Knoxville Foundry & Machine Co., Knoxville, Tenn., to install steel tippie and screening outfit, costing about \$9,500.

Va., Fincastle.—Kim Mining & Lumber Co., capital \$15,000, inceptd. with Geo. A. Kim, Prest., Pittsburgh, Pa.; H. S. Reid, Secy., Fincastle.

W. Va., Charleston.—Stone Castle Coal Co., capital \$50,000; inceptd. by L. G. Summerfield, E. R. Burrell, B. F. Ford.

W. Va., Fairmont.—C. L. & W. Coal Co., capital \$100,000; inceptd. by Harry E. Davison and W. W. Walters, both Clarksburg, W. Va.

W. Va., Huntington.—Brownfield Coal Co., capital \$250,000; inceptd. by A. J. Dalton, John A. Kelly, C. G. Campbell.

W. Va., Huntington.—Pax Mining Co., Otis Lively, purchased coal land with monthly capacity of 3,000 to 4,000 tons; will develop.

W. Va., Pax.—Pax Branch Coal Co., Beckley, W. Va., organized with C. M. Lilly, Prest.; C. L. Caloway, V. P.; will develop 300 acres coal land, daily capacity 300 tons. (Lately noted inceptd., capital \$100,000.)

W. Va., Tioga.—Tioga Coal Co., Robert L. Porter, Prest.-Mgr., has 300 acres coal land under development, daily output 200 tons; Walter G. Crichton, Const. Engr., Charleston, W. Va. (Lately noted increased capital \$100,000.)

Cotton Compresses and Gins.

N. C., Scotland Neck.—Cotton Oil & Ginning Co., W. E. Smith, Mgr., plans rebuilding lint room burned at loss from \$10,000 to \$20,000.

Drainage Systems.

Fla., Daytona.—Halifax Drainage Dist., Volusia County Supvs., will construct ditches or canals, clearing right of way, build concrete and wooden bridges, etc.; bids until May 23; plans with C. M. Rogers, Chief Engr. (See Machinery Wanted—Drainage Construction.)

Ga., Newnan.—New River Drainage Dist., Coweta County Comms., will expend \$50,000 to construct drainage system; 15 mi. ditches, 300,000 cu. yds. excavation.

Md., Indian Head.—Navy Dept., Bureau of Yards and Docks, Washington, D. C.; plans repairing drainage system; Spec. 4428.

Miss., Delta City.—Ditch.—Delta City Drainage Dist. let contract to Canal Construction Co., McCall Bldg., Memphis, Tenn., at \$235,000 to construct 40 mi. open ditch.

Miss., Greenwood.—Big Sand Drainage Dist., Leflore and Carroll County Comms. will issue \$80,000 bonds for drainage system; reclaiming 18,496 acres of Yazoo Delta land.

Mo., Gallatin.—Muddy Creek Drainage Dist. Supvs., Homer Feurt, Secy., will construct drainage system, 245,000 cu. yds. main ditch, 203,180 cu. yds. laterals, 17,160 cu. yds. levees, bids until May 19; Clark E. Jacoby Engineering Co., Engr., 528 Shukert Bldg., Kansas City, Mo. (See Machinery Wanted—Drainage.)

Tex., El Campo.—Matagorda County Comms. J. F. Perry, Judge, Bay City, Tex., let contract for cleaning and dredging creeks, to drain approximately 20,000 acres.

In writing to the parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Electric Plants.

Ala., Birmingham.—Corona Coal Co. let contract to Martin J. Lide, Consltr. & Constrg. Engr., to electrify Townley Mines; combine No. 1 and No. 2 mines; construct power house and washer; electrify inside and outside equipment; total cost \$400,000.

Ark., DeQueen.—Company organized with \$50,000 capital; Abe Collins, Prest.

Ark., DeQueen.—Dierks Lumber & Coal Co., Dierks, Ark., will construct transmission line from plant to DeQueen.

D. C., Benning, R. D. from Washington.—Potomac Electric Power Co., Washington, D. C., will extend boiler room; let contract to Edge Moor Iron Co., Edge Moor, Del., to install two 1,000-H. P. boilers; to American Engineering Co., Washington, D. C., to install underfeed stokers with necessary auxiliary equipment; to B. F. Shaw Co., Wilmington, Del., for piping. F. R. Weller, Conslt. Engrs., Hibbs Bldg., Washington.

Ky., Louisville.—Louisville Gas & Electric Co. plans construction additional power plant at waterside station; cost \$2,500,000 to \$3,000,000.

Md., Oxford.—Will issue \$15,000 electric bonds; Fletcher Hanks, Commr.

Md., Riverdale.—Will establish electric plant to supply power and light to Berwyn, Bowie, etc. S. M. McMillan, Mayor.

Mo., New Haven.—Will improve and extend electric light and water systems; construct power house; install 30-H. P. Semi-Diesel fuel oil engine; 25 K V A, 3-phase A C generator with exciter and switchboard panel; bids until May 20; Fuller & Beard, Engrs., Chemical Bldg. Address The Mayor, St. Louis, Mo. Lately noted voted bonds. (See Machinery Wanted—Electrical Plants.)

Mo., Unionville.—Unionville Electric Light & Water Works will construct electric light and water plant; cost \$84,000; bids until May 20; Henningson Engineering Co., Engr., Omaha, Neb.; Frank Statton, official in charge. (Lately noted voted \$84,000 bonds.) (See Machinery Wanted—Electrical Plants.)

N. C., Chimney Rock.—J. M. Flack is erecting electric light plant; develop 110 H. P. to light Mountain View Inn, etc.; cost \$12,000; install Woodward governor.

N. C., Winston-Salem.—Let contract to Southern Public Utilities Co. to install lighting system. Address The Mayor.

Okla., Paden.—Voted \$8,200 bonds to improve electric light plant. Address The Mayor.

Okla., Weleetka.—Will vote in May on \$185,000 bonds to improve light plant; L. T. Newton, City Clk.; V. V. Long & Co., Engrs., 1300 Colcord Bldg., Oklahoma City. (Lately noted.)

Okla., Yale.—Plans installing ornamental lighting system. Address The Mayor.

S. C., Charleston.—Navy Dept., Bureau Yards and Docks, Washington, D. C., let contract to Carroll Electric Co., Washington, D. C., to improve power plant; cost \$88,000; plans installing air condenser, with capacity 5,000 cu. ft. per min.

S. C., Georgetown.—Contemplates improving and repairing electric light plant; extend service; E. C. Haselden, supervising; J. J. McElthen, City Clk., Treas.

S. C., Laurens.—Will vote on \$65,000 bonds to extend light system, improve streets and extend sewer system to mill village. Address The Mayor.

Tex., Edinburg.—Will issue \$100,000 bonds for electric lamps, water works improvements, etc. Address The Mayor.

Tex., Georgetown.—Will double plant capacity; install power unit and electric generator. Address The Mayor.

W. Va., Huntington.—Consolidated Light, Heat & Power Co., W. W. Perkins, Secy., plans increasing capital from \$530,000 to \$865,000.

Fertilizer.

Ga., Albany.—Virginia-Carolina Chemical Co. will probably rebuild burned plant; install modern improvements.

Va., Petersburg.—Chamber of Commerce interested in erection of reinforced concrete fertilizer plant.

Flour, Feed and Meal Mills.

Tex., Cleburne.—M. M. Pittman Roller Mills, capital \$30,000, inceptd. by M. M. Pittman, A. M. Stark.

Foundry and Machine Plants.

D. C., Anacostia.—Machine Shop, Navy Dept., Bureau of Yards and Docks, Washington, D. C.; will construct 1 story, 60x100-ft. machine shop, at naval air station; steel frame, concrete footings, timber piles, sheet metal roofing; bids until May 25; Spec. 4389. (See Machinery Wanted—Machine Shop.)

Ga., Columbus.—Ginning Machinery.—Centennial Cotton Gin Co., K. R. Lummus, Secy.-Treas., will establish plant; have taken over building of Cooper Lumber Co., and installed 10,000 iron working mchy. to mfr. cotton gins. (Lately noted.)

Ky., Louisville.—Electrical Repairing.—Wm. C. Krauth Electric Co., 115 W. Market St., William C. Krauth, Prest.-Mgr., mfr. parts and repairs to electric apparatus. (Lately noted increased capital to \$50,000.)

Md., Baltimore.—Valves.—Coale Muffler & Safety Valve Co., 325 E. Oliver St., has acquired Linthicum Bronze Foundry Co.; reported to improve plant, double capacity.

Mo., St. Louis.—Cars, etc.—Standard Steam Corp. organized with W. J. Parrish, Prest.; A. J. Lindsay, Secy.-Treas.; mfr. steam cars and steam motor trucks.

Tex., Lufkin.—Machinery.—Williams Machine & Supply Co., capital \$25,000, inceptd. by J. H. Kurth and W. D. Newsom.

W. Va., Huntington.—Ranges.—Brown-Flint Range Co., organized with M. E. Brown, Prest., Huntington; J. A. Cooper, Secy.-Treas., Nashville, Tenn.; establish plant for mfr. of ranges. (Previously noted inceptd. capital \$250,000.)

Gas and Oil Enterprises.

Ark., El Dorado.—Arkansas Oil Reclaiming Co., capital \$50,000, inceptd. by Paul L. Flannery, Harry H. Morris.

Ark., El Dorado.—Pipe Line, etc.—Union Pipe Line & Refining Co., capital \$150,000, inceptd. by H. L. Williford, T. W. Sowell.

Ark., El Dorado.—Arkansas Gulf & Oil Syndicate, capital \$50,000; inceptd. by Ed. Hollyfield, J. H. McFarlane.

Ark., El Dorado.—Wilson Oil Co., capital \$50,000; inceptd. by J. W. Wilson, C. H. Murphy.

Ark., Gurdon.—Refinery.—Jno. A. Driscoll, New York, leased 40-acre site; plans establishing refinery and smelting plant.

Ky., Louisa.—Carroll Oil & Gas Co., capital \$100,000; inceptd. by Tom Hayes, R. G. Vinson. La., Shreveport.—Pipe Line.—Shreveport-El Dorado Line Co., organized with \$2,500,000 capital; J. B. Atkins interested; plans constructing pipe line with 15,000-bbls. daily capacity from Shreveport to El Dorado, with laterals to Homer and Haynesville.

Okla., Bigheart.—Big X Oil Corp., capital \$100,000 inceptd. by E. M. Coffey, E. B. Gray.

Okla., Chickasha.—Refinery.—Motor Oil & Refining Co., organized with R. C. Williamson, Prest.; R. R. Ryule, Secy.-Treas.; both Grandfield, Okla.; R. C. Parks, Gen.-Mgr., Chickasha; will erect refinery with initial daily capacity of 500-bbls. crude oil; cost approximately \$30,000; contemplates constructing compounding house to mfr. lubricating oils and greases. (Lately noted inceptd., capital \$50,000.)

Okla., Drumright.—Allen Oil & Gas Co., capital \$25,000, inceptd. by Arthur O'Dell, A. E. Allen.

Okla., Duncan.—Maurice Oil Corp., capital \$200,000; inceptd. by W. E. Hawley, Duncan; J. L. Hill, Wichita Falls, Tex.

Okla., Duncan.—Miami Drilling Co., organized with C. H. Helman, Prest.; drill gas and oil wells; expend \$32,000 for equipment; Jesse Day, Engr. Lately noted inceptd.; capital \$75,000. (See Machinery Wanted—Pipe.)

Tex., Fort Worth.—Refining.—Texas Eagle Oil & Refining Co., capital \$25,000, inceptd. by F. A. Cok, E. B. Eakle.

Tex., Fort Worth.—Equity Oil Co., capital \$200,000; inceptd. by B. M. Robinson, E. A. C. Elliott.

Tex., Houston.—Wonder Oil Co., capital \$20,000, inceptd. by Geo. Peet, W. H. Telschow.

Tex., Houston.—Houston Oil & Transport Co., capital \$100,000; inceptd. by R. R. Kelley, Jack West.

W. Va., Parkersburg.—Davis-Wolfe Oil Co., capital \$100,000, inceptd. by Robt. E. Davis, S. L. Wolfe.

W. Va., Spencer.—Spencer City Oil Co., capital \$25,000; inceptd. by S. F. Bell, I. K. Goff.

W. Va., Wheeling.—Doddridge Oil & Gas Co., capital \$75,000; inceptd. by W. L. Bradshaw, A. E. Bryant.

Ice and Cold-Storage Plants.

Ga., Hawkinsville.—Hawkinsville Ice & Storage Co. will rebuild plant burned at loss of \$25,000.

Ga., Waynesboro.—Burke County Chamber of Commerce, W. W. Clark, Secy., plans establishing refrigerating unit in connection with meat curing plant; install refrigerating machinery and pipe system; electric power. (See Machinery Wanted—Refrigerating Plant, etc.)

Ky., Louisville.—Purity Ice Mfg. Co., increased capital from \$50,000 to \$125,000.

La., Haynesville.—Haynesville Light and Power Co. establish ice plant.

La., Lake Charles.—DeRidder Canning Co., is being organized to erect cold storage plant, etc.

Okla., Henryetta.—J. D. and F. E. Eubank purchased building, will remodel for cold storage plant.

Tex., Austin.—Home Ice & Cold Storage Co. let contract to erect 1 story cold storage building; brick and concrete construction; \$5,000.

Land Developments.

Fla., Deerfield.—Butler Brothers Farms Co., capital \$100,000; inceptd. by J. D. Butler, Prest.; Alice W. Butler, Secy.-Treas.

Md., Baltimore.—Plan purchasing 21-acre site to establish park in Howard Park and West Forest Park vicinity; Wm. F. Broening, Mayor; J. Cookman Boyd, Prest. Park Board. W. Va., Charleston.—Jefferson Park Land Co., capital \$150,000; H. B. Bauer, Frank Herb.

W. Va., Bluefield.—Oak Grove Land Assn., purchased Cornett's grove; will develop; E. S. Draper, Landscape Archt., Charlotte, N. C.

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Lumber Manufacturing.

Ala., Jackson.—J. R. Wallace (lately noted acquired established plant) will remodel and build additions; install saw and planer mill, capacity 50,000 ft.; also install engine and boilers. (See Machinery Wanted—Engine; Boilers.)

Ark., Tuckerman.—W. B. York Lumber Co., Newport, Ark., will establish 35,000 ft. capacity plant; specializing in quartered red and white oak hardwood.

Ga., Albany.—Anton Huber Lumber Co., will rebuild burned plant.

Md., Baltimore.—George J. Storck & Sons, 2418 Greenmount Ave., will rebuild plant. (Lately noted burned at loss of \$12,000.)

Md., Hagerstown.—Hagerstown Lumber Co., capital \$100,000; inceptd. with E. Aldine Lakin, Prest.; George D. Marin, Secy.-Treas.

N. C., Lexington.—Wall.—LeFever Lumber Co., rganized with C. M. Wall, Prest.; E. I. Lefever, Mgr. for mfrs. of lumber; operate mills in N. Carolina, Virginia and Georgia, main office at Lexington.

Va., Rocky Gap.—English.—Ott Lumber Co., Charles B. English, Mgr., has under construction 8 ft. band mill costing \$75,000; install \$35,000 mchy. including 8 ft. Prescott mill, purchased; A. J. Reynolds, Const. Engr. (Lately noted increased capital to \$225,000.)

W. Va., Morgantown.—Valley Lumber Co., capital \$25,000; inceptd. by A. W. Hawley, B. E. Cress, P. R. Watson.

Metal-Working Plants.

Ky., Louisville.—Battery Plate.—Merri-mac Battery Plate Co., inceptd. by W. B. Carlisle and C. T. Lyon.

Md., Baltimore.—Razor Stropper.—American Stropper Corp., 306 Hanover St., organized with George W. Hoos, Prest.; J. Lawrence Shanberger, Secy.; Harry J. Moore, Treas.; have leased 30,000 sq. ft. floor space; install sheet metal presses, lathes and wood turning mchy.; \$25,000; purchased; mfrs. stroppers for safety razor blades, daily output 1000. (Lately noted inceptd., capital \$50,000.)

Mo., St. Louis.—Cable.—Standard Underground Cable Co., Pittsburgh, Pa., will establish offices and plant for mfrs. telephone and telegraph cables.

Tenn., Chattanooga.—Tubs etc.—Mutual Enamel Ware Co. let contract to Dwight P. Robinson & Co., New York, to erect plant for mfrs. of tubs, sinks, etc.

Tex., Bryan.—Shoe Polishing Machines.—Automatic Electric Shoe Polishing Co. (lately noted inceptd., capital \$75,000) organized with J. L. Edge, Prest.-Mgr.; J. S. Doan, V. P.; Geo. Nebalk, Secy.; have purchased first order of mchy., \$10,000; later will probably need building materials and additional mchy.

Tex., Dallas.—Display Fixtures.—Southern Fixture Co., 913 Main St., organized with Isham J. Osborne, Prest.-Mgr.; Joe Kellam, V. P.; Guy H. Malloy, Secy.-Treas.; mfrs. window display fixtures.

Tex., Houston.—Stamp and Stencils.—Houston Stamp & Stencil Co., inceptd. by E. Y. Cottingham, L. M. Krause, E. C. Wilson.

Mining.

Ala., Birmingham.—Lime.—Heriot Lime Co., inceptd., with W. B. Heriot, Prest.; J. S. Bailey, V. P. and Treas.

Okla., Woodford.—Asphalt.—Oklahoma Asphalt & Refining Co., Ardmore, Okla.; J. T. Paschal, Secy.-Mgr., Box 747, Charlotte, N. C., will develop 80 acres; install crushers; cooking vats, water pumps and tanks, asphalt

separators, etc. (See Machinery Wanted—Engine and Crane; Boiler; Asphalt Mining Equipment; Pumps; Tanks.)

Tenn., Cleveland.—Manganese, etc.—Kyva Ferro-Manganese Corp., W. B. Lindsay, Prest., Winchester, Ky., have acquired 10-ton daily capacity electric furnace of Tennessee Manganese Co., will operate in connection with manganese mining in Smyth County, Va.; mfrs. ferro-silicon, spiegeleisen and ferro-manganese; William L. Hogg, Engr.-Mgr., Waynesboro, Va.

Va., Lynchburg.—Virginia Ores Corp., 604 Peoples National Bank Bldg., R. O. Brannan, Secy.-Treas.; will develop 800 acres; install steam shovels. (Lately noted increased capital to \$1,500,000.)

Miscellaneous Construction.

Ala., Mobile.—Tanks, etc.—U. S. Shipping Board, Emergency Fleet Corp., Hibernian Bank Bldg., New Orleans, La., let following contracts: To H. Winkler, Mobile, at \$15,500 to erect two 55,000 bbl. capacity tanks on Blakey Island; to J. W. Gilbert, Mobile, at \$22,150.30, to construct foundations for tanks, and at \$6,285.04 to build dock heads and dolphins. (Bids previously noted.)

Ala., Montgomery.—Waterway Improvements.—Major J. J. Loving, Engr., in charge of Montgomery Dist., U. S. Engrs., received official notice of \$179,200 appropriation for improvements of waterways projects in dist. until July 1, 1922; including Alabama river, \$25,000; Flint river, \$35,000; Chattahoochee river, \$25,000; Pensacola harbor, \$67,000; Apalachicola Bay, \$10,000; St. Andrews Bay canal, \$2,500; Choctawhatchee river, \$6,100; Holmes river, \$1,600; Chipola river, \$5,000; Escambia and Conecuh rivers, \$2,000.

Fla., Green Spring Cove.—Dock.—L. K. Brown, Zanesville, O., let contract to Capt. Peter Rice for construction of 600 ft. dock extending into St. Johns River.

Md., Baltimore.—Terminals.—Port Development Coman. purchased tract adjoining City's McComas St. development, site having 429 ft. water front, 1,400 ft. deep, contemplates building groups of municipal piers; H. G. Perrin, Chief Engr., Bancroft Hill, Harbor Engr.

Miss., Clarksdale.—Levee.—Yazoo-Mississippi Delta Levee Comms., I. C. Franklin, Prest., will expend additional \$450,000 on completion of levee construction, etc.

S. C., Charleston.—Pier.—Navy Dept., Bureau of Yards and Docks, Washington, D. C., let contract to Raymond Concrete Pile Co., 140 Cedar St., New York, at \$191,600 to construct an extension to concrete pier No. 314 at Navy Yard; extend length from 520 ft. to 875 ft. (Bids previously noted.)

Tenn., Nashville.—Terminals.—A. J. Dyer, Chrmn. Board of Transportation, let contract to Foster & Creighton to construct reinforced concrete river and rail terminals including warehouse, costing \$300,000; Freeland Roberts, Engr., Independent Life Bldg. (Bids lately noted.)

Tex., Corpus Christi.—Seawall.—Nueces County Comms. will construct seawall on Corpus Christi Bay; reported to issue \$2,000,000 bonds.

Tex., Port Lavaca.—Sea-wall.—Let contract to Ford E. Datson at \$125,000 to construct portion of sea wall; D. E. Guidry, Mayor. (Supersedes recent item.)

Miscellaneous Enterprises.

Fla., Fort Pierce.—Laundry.—Fort Pierce Steam Laundry, capital \$50,000, A. Seeley Prest.-Gen. Mgr.; Richard L. Saleeby, Secy.-Treas.

Fla., Haines City.—Building.—Haines City Building Co., capital \$25,000, inceptd. with M. Sample, Prest.; Robert Prine, Secy.-Treas.

Fla., Jacksonville.—Hardware.—Independent Hardware Co., capital \$25,000, inceptd. with A. C. Tharin, Prest.; E. J. Smith, Jr., Secy.-Treas.

Fla., Jacksonville.—Transportation.—Florida Bus & Transfer Co., capital \$250,000; inceptd. with J. B. Williams, Prest.; T. Read Miller, V.-P.; J. W. Hawkins, Secy.-Treas.

Fla., Key West.—Contracting and Engineering.—South Florida Contracting & Engineering Co., capital \$100,000, inceptd. with J. Ernest Cotton, Prest.-Secy., Miami, Fla.; P. L. Wilson, Treas., Key West.

Fla., Ocala.—Printing.—George Washington Book Co., capital \$50,000; Davis S. Woodrow, Prest.; John J. Gerig, V. P.-Treas.; A. Blair Woodrow, Secy.

Fla., Sarasota.—Boat Line.—Adams Boat Line, capital \$50,000, inceptd. with J. E. Battle, Prest.; H. S. Smith, Secy.; G. B. Smith, Secy.; G. B. Prime, Treas.

Fla., St. Petersburg.—Publishing.—Tourist News Publishing Co., J. Harold Sommers, Gen. Mgr., 174 Central Ave., will remodel building for printing plant; machy. and equipment purchased.

Ga., Atlanta.—Laundry.—Capital City Laundry, Geo. H. Fauss, Prest., will erect 3-story laundry plant; 1 story buildings each for dry cleaning, rug cleaning, drying and finishing dept.; Wm. J. J. Chase, Archt., 140 Peachtree St. (Supersedes recent item.)

Ky., Covington.—Construction.—Carl Construction Co., capital \$50,000; inceptd. by Joseph and Alphonse Carl.

Ky., Louisville.—Advertising.—Profit Sharing Advertising Co., inceptd., by David C. Morton, V. F. Kimble, G. M. Lewis.

La., New Orleans.—Stockyards.—New Orleans Stock Yard Co. organized with W. H. Hodges, Prest.; T. Perrin, Mgr.; purchased established plant.

N. C., Concord.—Contracting.—Brown Contracting Co., capital \$10,000; inceptd. by W. A. Brown, Concord; R. M. Hudson, W. L. Scruggs, both Salisbury, N. C.

N. C., Winston.—Salem-Incinerator.—Will issue \$135,000 bonds for construction of incinerator; W. H. Holcomb, City Clk.

Okla., Drumright.—Publishing.—Post Publishing Co., capital \$25,000, inceptd. by M. J. Clarke, F. R. Alexander, J. E. Williamson.

Okla., Sedalia.—Incinerator.—Contemplates installing incinerator. Address The Mayor.

Okla., Tulsa.—Incinerator.—Will construct incinerator; voted \$50,000 bonds; T. D. Evans, Mayor.

S. C., Greer.—Potato Curing.—H. W. Link, Secy., Chamber of Commerce interested in establishing sweet potato curing house, 5,200 bu. capacity.

Tenn., Madisonville.—Hardware.—Wilson Hardware Co., capital \$30,000; inceptd. by Ams Wilson and T. B. Guthrie.

Tex., Houston.—Electrical.—Empire Electric Supply Co., capital \$50,000; inceptd. by Ed F. Hall, P. F. Reichart, T. B. Matthews.

Va., Roanoke.—Acid Extracting.—T. M. Nunn Furniture Co., 126 E. Campbell Ave. contemplates establishing plant to extract acid from chestnut wood and oak bark. (See Machinery Wanted—Extracting Equipment.)

W. Va., Beckley.—Laundry.—Beckley Steam Laundry (lately noted inceptd., capital \$125,000) organized with L. M. Slaughter, Mgr. and Const. Engr.; erect 50x120-ft. building of brick, tile, stone and cement; \$15,000; construction by owner; install \$50,000 laundry mchy.; bids open. (See Machinery Wanted—Boilers; Engines; Laundry Equipment, etc.)

W. Va., Buckhannon.—Publishing.—Upahur

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Publishing Co., capital \$10,000; W. H. Fisher, L. W. Bartlett, B. L. Kerr.
W. Va., Wheeling.—Greenhouses.—J. Z. Terrell, Warden of State Prison, contemplates erecting greenhouses.

Miscellaneous Factories.

Ala., Anniston.—Soap.—Poland Soap Works, organized with Carter D. Poland, Pres.; Wilbur M. Salter, V. P.; O. L. Williams, Secy.—Treas.—Mfr.: rent building; install machinery to mfr. soap and soap powders in bulk. (Lately noted inceptd., capital \$25,000.)

Ala., Birmingham.—Bakery.—Hill Grocery Co., will erect \$75,000 bakery and warehouse.

Ala., Mobile.—Paints.—Organize company with W. A. Benson, Gen. Mgr., to establish 2,000-gals. daily capacity paint mfg. plant; purchased building; installing machinery.

Fla., Canal Point.—Sugar.—Florida Sugar & Food Products Co., F. E. Bryant, has 8,000 acres; will establish plant to mfr. sugar; contemplates handling 60,000 tons sugar cane annually. (Lately noted.)

Ga., Cedartown.—Headlights, etc.—Brewer Automobile Headlight Co., capital \$10,000, inceptd. by J. M. Burke, T. P. Thurman.

Ga., Macon.—Soil Vaccine.—Nitro-Bacter Soil Vaccine Co., F. E. Cockrell, Gen. Secy., will establish plant to mfr. soil vaccine.

La., Shreveport.—Industrial Building.—M. L. Bath let contract to W. H. Werner to construct 1-story industrial building; cost \$23,600.

Md., Baltimore.—Candy.—Charles Pracht & Co., 406 W. Franklin St., capital \$94,000, inceptd. by A. Maurice Dawson, F. Frank Campbell.

Md., Baltimore.—Spices, etc.—McCormick & Co., R. A. McCormick, V.-P., 500 Light St., increased capital from \$5,700,000 to \$7,000,000.

Md., Cumberland.—Drugs, etc.—Tri-State Wholesale Drug & Chemical Co., 3 S. Mechanic St., capital \$100,000, inceptd. by Geo. C. Smith, Jno. R. Brinham.

Md., Curtis Bay.—Tank.—United States Industrial Alcohol Co., let contract to Bartlett Hayward Co., 200 Scott St., to construct fireproof steel tank, 43 ft. high, 50 ft. diam.; \$13,500. (Lately noted to erect.)

Md., Frederick.—Bakery.—Clapp Bakery & Grocery Co., R. E. Clapp, Pres.—Treas.: will erect 90x25 ft. tile construction building; bids in about 60 days; install ovens, mixers, moulders, rounders, wrapping machinery, conveyors, etc., for bread, cake and pastries. Lately noted. (See Machinery Wanted—Moulders, etc.; Wrapping Machinery; Conveyor; Boiler.)

Mo., Kansas City.—Bakery.—Carter Baking Co., 521 E. 12th St.; purchased site; will erect 5-story bakery.

N. C., Charlotte.—Creamery.—Chapin-Sacks Corp., Washington, D. C., contemplates establishing creamery; J. B. Eckhardt, Representative.

N. C., Salisbury.—Creamery.—Salisbury-Spencer Chamber of Commerce, T. D. Brown, Secy.; interested in establishing creamery. See Machinery Wanted—Creamery.)

Okla., Chickasha.—Lubricating Oils.—Motor Oil & Refining Co., R. C. Parks, Gen. Mgr.; contemplates constructing compounding house to mfr. lubricating oils and greases. (See Oils and Oil Enterprises.)

R. C., Greer.—Creamery.—Chamber of Commerce, H. W. Link, Secy., plans organizing company to establish creamery.

Tenn., Nashville.—Creamery.—C. A. Hutton, University of Tennessee, Knoxville, Tenn., interested in establishing creamery.

Tex., Amarillo.—Paper.—Amarillo Paper Co., capital \$20,000; inceptd. by Ben Hirschland, J. McKnight.

Tex., Dallas.—Chemicals.—Maxwell Chemical Co., capital \$25,000; inceptd. by Henry Exall, P. P. Robert.

Tex., Texarkana.—Chemicals.—Diamond Spear Chemical Co., organized with Clifton T. Spear, Pres.—Mfr.: Box 378; Eugene Crow, V.-P. and Treas.; B. L. Mahon, Secy.; rent building; install mixing, filling, carton making and gluing machines; tablet machinery (rotary); mfr. chemicals; etc. Lately noted inceptd.; capital \$40,000. (See Machinery Wanted—Laboratory Equipment.)

Va., Manassas.—Soft Drinks.—3-C Nectar Bottling Co., inceptd. with C. A. Sinclair, Pres.; H. Elmer Metz, Secy.

Va., North Tazewell.—Soft Drinks.—Wascott Corp., capital \$200,000, inceptd. with W. A. Scott, Pres.; F. H. Forbes, Secy.

W. Va., Fairmont.—Carbonic Acid Gas.—Federal Carbonic Co., E. A. Bailey, Pres., let contract to American Gas Equipment Co., 424 Professional Bldg., to construct plant; will install machinery.

Motor Cars, Garages, Tires, Etc.

Ark., Fort Smith.—Battery Station.—U. S. L. Battery Station, Gns. Erfurth will erect \$15,000 battery station.

Fla., West Palm Beach.—Automobiles.—Hartsfield-Osborne-Bassett Co., capital \$250,000, inceptd. with J. D. Bassett, Pres.; A. B. Hartsfield, Treas.; Robert Osborne, Secy.

Ky., Covington.—Automobiles.—Knight Motor Car Co., capital \$3,000; inceptd. with J. M. O'Maley, Edward Linneman.

Ky., Louisville.—Motors.—Hairy Motor Co., capital \$20,000, inceptd. with R. J. Hairy, J. W. Sanders, W. W. Woolley.

Md., Baltimore.—Trucks, etc.—Maryland Traylor Truck & Tractor Co., 108 South St., capital \$30,000; inceptd. with Addison E. Mullikin, F. Stanley Porter, Theo. C. Waters.

Mo., Kansas City.—Standard Oil Co. will erect filling station.

N. C., Salisbury.—Tires.—Paul Rubber Co., W. H. McConnell will erect first unit of plant, 2 story, 60x160-ft. building for mfr. of automobile tires; also build 60x100-ft. warehouse; total cost \$30,000; has 7½ acre site. (Lately noted inceptd., capital \$250,000.)

Okla., Muskogee.—Filling Station.—Crown Petroleum Co. will erect \$10,000 filling station.

Okla., Tulsa.—Garage.—W. O. Jucksch will erect \$8,000 garage addition; 50 x 140 ft.; brick.

Okla., Tulsa.—Oil City Garage, capital \$50,000; inceptd. with J. Albert, J. Louis Novick, Anna Albert.

S. C., Chester.—Motors.—Reilly-Williams Motor Co., capital \$20,000; organized with C. W. Williams, Pres.; F. C. Broles, V.-Pres.; A. S. Reilly, Secy.—Treas.

Tenn., Knoxville.—Garage.—Byrd Motor Co. will erect garage.

Tenn., Nashville.—Auto Station.—Stockyards Auto Station Co., capital \$10,000; inceptd. with A. L. Johnson, E. B. Davis, J. R. Jarrard.

Tex., Houston.—Motors.—Stepp Motor Co., capital \$10,000; inceptd. with E. H. Stepp, W. O. Anderson, J. R. Winston.

Va., Chilhowie.—Motors.—Tazewell Motor Co., increases capital from \$15,000 to \$100,000.

W. Va., Parkersburg.—Motor.—Junction Motor Sales Co., capital \$10,000; inceptd. with C. S. Reed, J. W. Reed; both Williamstown, W. Va.; F. A. Fleming, Parkersburg, W. Va.

Road and Street Construction.

Ala., Montgomery.—Will pave sections of Summit St., Georgia Ave., etc.; will sell \$42,000 bonds; W. A. Gunter, Jr., Mayor.

Ala., Ozark.—Dale County will construct roads; vote May 10th on \$100,000 bonds. Address County Commrs.

Ala., Ragland.—Will improve streets. Address The Mayor.

Ala., Tusculum.—Colbert County will construct roads; may vote on \$200,000 bonds. Address County Commrs.

Ala., Tuscaloosa.—Tuscaloosa County voted \$75,000 bonds to construct hard surfaced road from Tuscaloosa to Fayette County line in Special Byler Road Dist.; Wm. W. Brandon, County Judge. (Lately noted to vote.)

Ark., Parkin.—Will improve streets, etc. Address The Mayor.

Fla., Kissimmee.—Osceola County let contract to Wm. H. Kemper, Deer Park, Fla., at \$3,986.94 for road and bridges through Jane Green Swamp; J. L. Overstreet, Clk. County Commrs.

Fla., Marianna.—Will improve streets; vote on \$40,000 bonds. Address The Mayor.

Ga., Atlanta.—City let contract to Lawrence Construction Co., Augusta, Ga., for paving 10 streets including Hampton and Ethel Sts., North, Arizona and other avenues; concrete; also let contract to Meador Construction Co., Atlanta, Ga., for paving East Ave.; slag; H. L. Collier, Engr. and Ch. of Construction. (Lately noted.)

Ga., Decatur.—DeKalb County will surface Decatur-Lithonia road, State Aid Project S-5-1; 4.91 mi. machine grading; 11,519 cu. yds. gravel surfacing; etc.; bids until May 17; L. Y. T. Nash, Commr. Roads and Revenues. (See Machinery Wanted—Road Construction.)

Ga., Savannah.—Will pave Gordon, Taylor, Wayne, Harris, Perry, York and other streets; 43,000 yds.; plain concrete; bids until May 18; J. W. Motte, Director Public Works. (See Machinery Wanted—Paving.)

Ky., Ashland.—Bids opened for grading and paving Park, Short, Ferguson, Hampton, Hackworth and Holt Sts.; 8,120 cu. yds. grading; 12,400 sq. yds. bituminous macadam paving; 12,700 lin. ft. concrete combined curb and gutter; W. H. Clay, City Treas.; H. R. Dysard, Mayor.

Ky., Paducah.—McCracken County will construct 2½ mi. Paducah-Mayfield road; rock asphalt surface; \$41,800. Address County Commrs.

Ky., Princeton.—Caldwell County will construct roads. Address County Commrs.

Ky., Smithland.—State Road Dept., Frankfort, Ky., will let contract in June for Paducah-Smithland sector of Ohio river road.

La., Mandeville.—Will construct roads and seawall; vote May 25th on \$32,000 bonds. Address The Mayor.

La., Oberlin.—Highway Department, Board State Engrs., 322 Maison Blanche Annex, New Orleans, La., will construct 11.53 mi. Oberline-Lake Charles and Oberline-Alexandria highway; Allen Parish; bids until May 24; Duncan Buie, State Highway Engr., New Orleans. (See Machinery Wanted—Road Construction.)

Md., Baltimore.—Let contract to P. Flanagan & Sons, Harford Rd. and B. & O. R. R., for paving Liberty Heights Ave. from old city limits to Hamilton Ave.; asphalt; 50-ft. wide; \$100,000.

Md., Baltimore.—Will grade, curb and pave streets listed in Contracts 1860C and 1870C; sheet asphalt and granite block redressed and relaid on concrete base; 14,900 sq. yds. granite block redressed and relaid; 23,000 sq. yds. sheet asphalt; bids until May 25; R. Keith Compton, Chrmn. Paving Comsn. (See Machinery Wanted—Paving.)

Md., Cumberland.—State Roads Comn., 601 Garrett Bldg., Baltimore, will construct I. I.

In writing to the parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

mi. State Highway from Morantown to Allegany; macadam resurfacing penetration method; Allegany County, Contract A-18; bids until May 17. (See Machinery Wanted—Road Construction.)

Md., Denton.—State Roads Comsn., 601 Garrett Bldg., Baltimore, will construct 1.5 mi. State Highway from Longs Schoolhouse toward Hillsboro; concrete; Caroline County, Contract Co-25; 2 mi. State Highway from Ridgely toward Bridgetown; concrete; Caroline County, Contract Co-26; bids until May 17. (See Machinery Wanted—Road Construction.)

Md., Frederick.—State Roads Comsn., 601 Garrett Bldg., Baltimore, will construct 2 mi. State Highway from State road near Catoctin bridge toward Myersville; concrete; Frederick County, Contract F-42; bids until May 17. (See Machinery Wanted—Road Construction.)

Md., Princess Anne.—State Roads Comsn., 601 Garrett Bldg., Baltimore, will construct 7 mi. State Highway from N. Y. P. & N. R. R. to Pocomoke river; concrete; Somerset County, Contract S-10A; bids until May 17. (See Machinery Wanted—Road Construction.)

Mo., Poplar Bluff.—State Highway Dept. let contract to Service Construction Co., at \$209,819.79 for 15.5 mi. Federal Aid Project 59, Section A; concrete and gravel pavement; M. S. Murray, Div. Engr., Sikeston, Mo. (Lately noted inviting bids.)

Md., Upper Marlboro.—State Roads Comsn., 601 Garrett Bldg., Baltimore, will construct 2 mi. State Highway from end of Livingston road toward Broad Creek; gravel; Prince George's County, Contract P-25; bids until May 17. (See Machinery Wanted—Road Construction.)

Md., Snow Hill.—Worcester County will sell \$40,000 bonds for road construction; H. B. Pilchard, Clk. County Comms.

Miss., Greenville.—Washington County will construct concrete road from Metcalfe to Momini and from Hollyknowe to Tralake; also plans 32 mi. road from Percy to Helm. Address Highway Comsn.

Miss., Shubuta.—Shubuta Separate Road Dist. let contract to H. G. Gillespie, for grading 20 mi. road to Alabama line at \$23,650.

Mo., Fredericktown.—State Highway Dept., Jefferson City, Mo., let contract to M. E. Gillioz, Monett, Mo., at \$52,484.86 for 8.211 mi. state road from St. Francis county line; Madison County, F. A. Project 101, Section A; 58,080 sq. yds. gravel pavement; M. S. Murray, Div. Engr., Sikeston, Mo. (Lately noted inviting bids.)

Mo., Princeton.—State Highway Dept., Jefferson City, Mo., let contract to A. L. Cook, Ottawa, Kans., at \$18,514.13 for 3.144 mi. state road from Princeton; Mercer County, Federal Aid Project S 20.35; A. C. Singley, Div. Engr., St. Joseph, Mo. (Lately noted inviting bids.)

Mo., Stockton.—State Highway Dept., Jefferson City, let contract to Kelley Construction Co., Eureka Springs, Ark., at \$57,941.81 for 5.552 mi. state road from El Dorado Springs; Cedar County, Federal Aid Project 102; H. P. Moberly, Div. Engr., Springfield, Mo.

Mo., St. Joseph.—Buchanan County let contract for paving Pikes Peak highway from St. Joseph bridge to Wathena, Kans., at \$201,648.82; concrete. Address County Comms.

Mo., West Plains.—Howell County will construct roads and bridges; \$500,000 available; bids until May 14. Address County Court. Lately noted. (See Machinery Wanted—Road Construction.)

N. C., Burlington.—City let contract for \$275,000 street paving; R. E. L. Holt, Chrmn. Street Committee. (Lately noted inviting bids.)

N. C., Monroe.—City let contract to Redmon Construction Co., Chattanooga, Tenn., at \$100,000 for 20,000 sq. yds. sheet asphalt paving; J. J. Boyte, City Clk. (Lately noted.)

N. C., Raleigh.—State Highway Comsn., Frank Page, Chrmn., apportioned \$10,000,000 of \$50,000,000 bond issue among nine districts to be expended this yr. on road construction; plans ultimate construction of 6,000 mi. of roads in these districts.

N. C., Salisbury.—Rowan County will sell \$400,000 bonds for road and bridge construction; Max L. Barker, Clk. County Comms.

Okl., Marietta.—Will pave West Second, West Third and West Fourth Aves.; 22,360 sq. yds. paving; 16,400 lin. ft. gutter; 16,210 lin. ft. curb; bids until May 5; C. W. Cameron, Mayor; Henry Exall Elrod Co., Engr., Dallas, Tex. (Lately noted.) (See Machinery Wanted—Paving.)

S. C., Barnwell.—Will sell \$25,000 bonds for street paving; Jas. Julien Bush, Chrmn. Comms. Public Works.

S. C., Florence.—Florence County will complete road from Florence to Timmonsville and bridges; bids until May 18; S. R. Phillips, Ex. Chrmn. Highway Comsn. (See Machinery Wanted—Road Construction.)

S. C., Florence.—Florence County let contract to Brooks-Galloway Co., Atlanta, Ga., and Hoppendictzel Co., Macon, Ga., at \$68,000 for 20 mi. sand and clay road from Marion county line to Marlboro line; S. R. Phillips, Ex. Chrmn. Highway Comsn.

S. C., Orangeburg.—Will construct 15,000 sq. yds. cement sidewalks; bids until May 17; T. O. S. Dibble, Secy. City Improvement Comsn. (See Machinery Wanted—Paving.)

S. C., Whitmire.—Goshen Hill Township, Union County, will construct highways; sell \$10,000 bonds; Robt. W. Beaty, Secy. Highway Comsn.

Tenn., Carthage.—Smith County will construct road between Carthage and Wilson county line; limestone with bituminous surfacing; 12 mi.; M. E. Bird, County Engr.

Tenn., Charlotte.—Dickson County will surface road between Cheatham county line and Burns; chert or limestone with bituminous surfacing. Address County Comms.

Tenn., Jacksboro.—Campbell County will improve 22 roads; \$256,000 available. Address County Comms.

Tenn., Lenoir City.—Will sell \$112,500 bonds for street improvements. S. P. Witt, Mayor.

Tenn., Newport.—Cocke County will issue \$300,000 bonds for link of inter-state highway; concrete and asphalt; cost \$900,000. (Lately noted.)

Tex., Anahuac.—Chambers County let contract to Turricks & Rembes, Devers, Tex., at \$87,216.47 for 11.35 mi. shell surfaced road on Highway No. 35; Joe F. Wilson, County Judge; H. J. Walger, County Engr., Orchard, Tex. (Lately noted inviting bids.)

Tex., Belton.—Bell County let contract to A. C. Buchanan & Son, Temple, Tex., at \$102,905.88 for grading, surfacing with gravel 36.6 mi. Meridian Highway; J. W. Sutton, County Judge, Belton; W. J. Treadway, County Engr., Temple, Tex. (Lately noted inviting bids.)

Tex., Bryan.—Brazos County will construct roads; vote May 31 on \$1,500,000 bonds. Address County Comms.

Tex., Clarksville.—Red River County will sell \$348,000 bonds for road construction. Address County Comms.

Tex., Clarksville.—May pave 65 blocks; vote May 10 on \$50,000 bonds. Address The Mayor.

Tex., Dallas.—Dallas County will construct Dallas-Cedar Hill road, including grading, pavement foundation, pavement, bituminous surface treatment, etc.; bids until May 16;

Chas. E. Gross, County Auditor. (See Machinery Wanted—Road Construction.)

Tex., Del Rio.—Val Verde County let contract to Smith & James, Pugh & Starkey, Houston, Tex., at \$29,617.56 for grading and surfacing 7.24 mi. State Highway No. 12 with gravel; \$33,237.10 for 11.69 mi. Highway No. 3; contract for concrete drainage structures to McCall-Moore Engineering Co., Waco, Tex., at \$17,981.22; R. T. Hannicutt, County Judge; G. M. Jowers, County Engr. (Lately noted inviting bids.)

Tex., Denton.—Denton County let contract to McClung Construction Co., Cleburne, Tex., at \$55,375 for 8.5 mi. road from Denton; Bryant & Huffman, County Engrs., Littlefield Bldg.

Tex., Denton.—Denton County let contract to Roy Tobey, Mineral Wells, Tex., at \$120,899 for 17.3 mi. Decatur road; Ed I. Key, County Judge, Denton; Bryant & Huffman, County Engrs., Littlefield Bldg., Austin, Tex. (Lately noted inviting bids.)

Tex., Denton.—Denton County will construct 52 mi. gravel roads; bids until May 17; W. E. Durbin, County Auditor. (See Machinery Wanted—Road Construction.)

Tex., Greenville.—State Highway Dept., Austin, Tex., approved plans for 8.7 mi. bituminous macadam road on Highway No. 11; Hunt County; \$225,886.41; O. P. McWhirter, County Judge; A. D. Duch, County Engr.

Tex., Georgetown.—Williamson County will sell \$100,000 bonds for road construction; F. D. Love, County Judge.

Tex., Hondo.—Medina County will sell \$365,000 bonds for road construction; R. J. Noonan, County Judge.

Tex., Jefferson.—Will construct 18,000 sq. yds. paving; 6,000 lin. ft. curb and gutter; etc.; bids until May 19; B. E. Hicks, Mayor. (See Machinery Wanted—Paving.)

Tex., Kerrville.—Kerr County will construct 7.45 mi. Highway No. 41 from Ingram to Kerrville; \$30,800; Lee Wallace, County Judge, Kerrville; W. E. Simpson Co., County Engr., 506 Hicks Bldg., San Antonio, Tex.

Tex., Laredo.—Webb County will construct 35.45 mi. State Highway No. 2; gravel; low bidder O'Connor, McEnroe & Co., Cleburne, Tex., at \$266,975.35; A. Winslow, County Judge. (Lately noted inviting bids.)

Tex., McKinney.—Collin County surface T.08 mi. road near Josephine; 6.45 mi. road from Nevada; bids until May 10; F. W. Cawthon, County Engr.; T. O. Murray, County Judge.

Tex., New Boston.—U. S. District Engineer, Fort Worth, Tex., approved plans for 4.1 mi. State Highway No. 1; \$47,780.74, Bowie County; O. B. Pirkey, County Judge, New Boston; Hess & Skinner, County Engrs., S. W. Life Bldg., Dallas, Tex.

Tex., Palestine.—Will sell \$250,000 bonds for street paving; A. L. Bowers, Mayor.

Tex., Sherman.—Grayson County will sell \$50,000 bonds for road construction; D. B. Steed, County Judge.

Tex., Sherman.—Grayson County will surface roads with gravel in Dist. No. 5; bids until May 10; D. B. Steed, County Judge, Sherman; J. M. Scott, Supt. Roads and Bridges, Denison, Tex.

Tex., Tyler.—Ch. Engr. U. S. Bureau Public Roads, Washington, D. C., approved plans for 2.66 mi. 16-ft gravel road on Highway No. 87; \$40,338.92; D. R. Pendleton, County Judge; D. K. Caldwell, County Engr.

Tex., Wichita Falls.—Will improve 6th, 15th, Elizabeth, Indiana and other streets; concrete, bitulithic, rock asphalt or asphaltic concrete on broken stone, concrete or black base; 50,593 sq. yds. pavement; 20,695 lin. ft. curbs; etc.; bids until May 16; Geo. W. Therhen, City Clk. (See Machinery Wanted—Paving.)

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Tex., Wharton.—Wharton County applied for aid from State Highway Dept., Austin, Tex., for grading and constructing concrete drainage structures on 24 mi. Highway No. 12; \$120,000; 5.9 mi. gravel road on Highway No. 3; \$95,936; W. G. Davis, County Judge; Nagle, Witt-Rollins Engineering Co., County Engr.

W. Va., Charleston.—Let contract to G. T. Fogle & Co., for 1,660 sq. yds. brick paving on 7-in. reinforced concrete base; also to W. J. Weakland & Co., for 4,160 sq. yds. brick paving; Ernest Bruce, City Engr. (Lately noted inviting bids.)

W. Va., Fayetteville.—Fayette County will grade 3 sections county road from Quinimont to Stone Cliff; 12.5 mi.; bids until June 6; Eli J. Taylor, Prest. County Court. (See Machinery Wanted—Road Construction.)

W. Va., Grafton.—Taylor County let contract to M. D. Flynn, Lumberport, W. Va., at \$41,315, to grade, drain and bridge 4.16 mi. of Dog Run and Wickwire roads, in Fetterman Dist.; require 21,200 cu. yds. excavation; 8,410 lbs. reinforcing steel, etc. (Lately noted rejecting bids.)

W. Va., Huntington.—Will pave Norway Ave., and 14th St.; bids until May 13; Mat Miser, Commr. Streets and Sewers. (See Machinery Wanted—Paving.)

W. Va., Huntington.—Cabell County will bar-surface and drain 2 mi. Barboursville and Salt Rock road; 2 mi. Seven Mile road; 2 mi. Wayne road; ¾ mi. Harvey Town-Wayne road; bids until June 1; E. E. Adkins, Prest. County Court. (See Machinery Wanted—Road Construction.)

W. Va., Union.—Monroe County let contract to John Dougher, at \$72,450 for construction of Union-Pickaway road. Address County Comms. (Lately noted inviting bids.)

Sewer Construction.

D. C., Washington.—District Comms., Room 509 District Bldg., let contract to W. F. Brenizer Co., 101 Park Ave., N. E., to construct Piney Branch sewer and 2,200 ft. brick and concrete sewer in 39th St. (Lately noted bids until Apr. 11.)

Ga., LaGrange.—Let contract to Wood-Rucker Construction Co., LaGrange and Atlanta, to construct 12 to 24-in. storm sewers with manholes and inlets; cost \$10,800; D. A. Lehman, Clk.-Treas.; G. H. Sargent, City Engr. (Lately noted.)

Ky., Ashland.—Will install 1,050 lin. ft. 12-in. sewer pipes, and 6 inlets; bids opened May 2; H. R. Dysard, Mayor; W. H. Clay, City Treas.

La., Natchitoches.—Let contract to McEachin & McEachin, Little Rock, Ark., to construct 18½ mi. 8 to 15 sewers; T. E. Poleman, Mayor-Commr.; Xavier A. Kramer, Engr., Magnolia, Miss. (Lately noted bids until March 31.)

Md., Hagerstown.—Let contract to D. H. Whitmer, Philadelphia, Pa., to construct Unit No. 4 of sewer system; cost \$200,000; J. B. Ferguson, Engr. Address The Mayor. (Lately noted.)

Md., Towson.—Will install sewer system; Henry G. Shirley, Roads Engr., Pennsylvania and Central Aves. Address County Comms.

Mo., Kirksville.—Plans constructing 12-in. pipe line from reservoir to city, 8-in. distributing system and 100,000-gal. standpipe; J. Dunbar, Engr. Address The Mayor.

Okla., Tulsa.—Voted \$600,000 sewer extension bonds; T. D. Evans, Mayor. (Lately noted to vote.)

S. C., Barnwell.—Will sell \$40,000 sewer bonds; Jas. Julien Bush, Chrmn. Board of Comms. of Public Works.

S. C., Laurens.—Will vote on \$65,000 bonds to extend sewer system to mill village, extend

light system and improve streets. Address the Mayor.

S. C., Newberry.—Will extend sewer system; install 14,000 ft. 8-in. pipe, with necessary Y branches, 46 manholes and 9 flush tanks; bids until May 18; H. W. Schumpert, Supt. Public Works; Sanders & Sweeney, Conslt. Engrs., Anderson, S. C. Lately noted to invite bids. (See Machinery Wanted—Sewers.)

S. C., Seneca.—Will construct 6 mi. 8 to 12-in. terra cotta pipe sewers; cost \$50,000; also construct disposal plant, cost \$3,000; bids until May 11; H. S. Jaudon Engineering Co., Conslt. Engr., Box 582, Elberton, Ga.; W. F. Austin, Chrmn. Board of Public Works. Lately noted. (See Machinery Wanted—Sewers.)

Tex., Farmersville.—Voted \$1,300 sewer and water bonds. Address The Mayor. (Lately noted to vote.)

Tex., Hamlin.—Voted \$65,000 sewer extension bonds. Address The Mayor.

W. Va., Ronceverte.—Let contract to J. W. P. Eagle to construct 4,255 ft. sewers with fittings and manholes; cost \$3,780.

Shipbuilding Plants.

La., New Orleans.—Dry Dock.—Jahncke Drydocks & Shipbuilding Co., reported to construct 8,000-ton steel dry dock and to have purchased plant of Crescent City Machine & Mfg. Co.

Telephone Systems.

Fla., Fort Lauderdale.—Lauderdale Telephone Co. will occupy second floor of building erected by Tom M. Bryan; let contract to John Olsson for 2-story, 25 x 60 ft. structure of stucco and concrete block construction. (Lately noted to erect.)

S. C., Denmark.—American Telegraph & Telephone Co., 195 Broadway, New York, will erect 2 story, 80x180-ft. exchange building, brick and stone construction, reinforced concrete flooring, concrete foundation; Murphy & Dana, Archts., 311 Madison Ave., New York. (Supersedes recent item.)

Textile Mills.

Md., Hagerstown.—Ribbon.—Southern Ribbon Co., organized with Carl K. Stonebraker, Treas.-Mgr., will erect 150x62 ft. slow burning mill construction brick building; cost \$38,000; J. B. Ferguson & Son, Archt.-Engr. (Lately noted inceptd., capital \$150,000. (See Machinery Wanted—Textile Mill Supplies.)

Water-Works.

Ala., Montgomery.—Alabama State Board of Control, C. B. Rogers, Chrmn., will install complete water supply at prison now building near city; bids until May 29. (See Machinery Wanted—Water Works.)

Ark., Parkin.—Will improve water service, etc.; lay 6-in. main. Address The Mayor.

Fla., Fort Meade.—Will install 600 G. P. M. pump at Water-works. Address The Mayor.

Ga., LaGrange.—Let contract to Wood-Rucker Construction Co., LaGrange and Atlanta, to construct 8,000 ft. 6 to 8-in. cast iron pipe and appurtenances; cost \$16,819; D. A. Lehman, Clk.-Treas.; G. H. Sargent, City Engr. (Lately noted.)

La., Haynesville.—Plans voting on \$50,000 bonds to install water-works. Address The Mayor.

Md., Brunswick.—Will construct ¾ mi. water-works extension; bids until June 7; Edw. C. Shafer, Mayor; Jacob H. Fry, City Clk.; Emory C. Crum, City Engr. (See Machinery Wanted—Water-Works.)

Md., Hagerstown.—Issued \$30,000 water bonds. Address The Mayor.

Mo., New Haven.—Will improve and extend water and electric light systems; install 75 G P M motor driven turbine pump for 260 ft. total head; alternate on double-acting deep well pumping unit for 50 G P M; bids until May 20; Fuller & Beard, Engrs., Chemical Bldg., St. Louis, Mo. Address The Mayor. Lately noted voted bonds. (See Machinery Wanted—Water Works.)

Mo., New Madrid.—Plans voting on \$25,000 bonds to improve water-works; A. C. Moore, Engr., 220 Independent Bldg., Joplin, Mo. Address The Mayor.

Mo., Unionville.—Unionville Electric Light & Water Works will erect water and light plant; cost \$84,000; bids until May 20; Henningson Engineering Co., Engr., Omaha, Neb.; Frank Statton, official in charge. (Lately noted voted bonds.) (See Machinery Wanted—Water Works.)

N. C., Greensboro.—Proximity Mfg. Co., Bernard C. White, Prest., let contract to Tucker & Laxton, Realty Bldg., Charlotte, N. C., to construct pumping station, filter plant and pipe lines to replace deep-well systems; install motor-driven pump; cost \$150,000 to \$200,000; Gilbert C. White, Engr., Durham, N. C. (Lately noted invites bids.)

Okla., Tulsa.—Voted \$225,000 water-works improvements and water survey bonds; T. D. Evans, Mayor. (Lately noted to vote.)

Okla., Weleetka.—Plans extending water-works; V. V. Long & Co., Engrs., 1300 Colcord Bldg., Oklahoma City.

S. C., Barnwell.—Will sell \$45,000 water-works bonds; Jas. Julien Bush, Chrmn. Board of Comms. of Public Works.

S. C., Laurens.—Will vote on \$60,000 bonds to erect filtration plant. Address The Mayor.

S. C., Seneca.—Will construct 1,000,000-gal. brick-concrete foundation plant; install 3 motor-driven centrifugal pumps; erect reinforced concrete reservoir; total cost \$110,000; bids until May 11; H. S. Jaudon Engineering Co., Conslt. Engr., Box 582, Elberton, Ga.; W. F. Austin, Chrmn. Board of Public Works. Lately noted. (See Machinery Wanted—Water-Works.)

Tenn., Nashville.—Will construct reinforced concrete grit chamber, pump station superstructure improvements, 20-ton electric crane, pumping engine foundations and appurtenances, suction and discharge piping, valves and appurtenances and water-proof lining for reservoir; bids until May 24; Wm. Gupton, Mayor; J. N. Chester, Engr., Pittsburgh, Pa.; J. W. Dashiell, City Clk. Lately noted. (See Machinery Wanted—Water-Works.)

Tex., Edinburg.—Will issue \$100,000 bonds for electric lamps, water-works improvements, etc. Address The Mayor.

Tex., Farmersville.—Voted \$100,000 water and sewer bonds. Address The Mayor. (Lately noted to vote.)

Tex., Hamlin.—Voted \$35,000 water-works improvement bonds. Address The Mayor.

Tex., Point Isabel.—Navy Dept., Bureau of Yards & Docks, Washington, D. C., let contract to W. F. Martens, Rochester, N. Y., to install water-works. (Lately noted.)

Tex., San Antonio.—Let contract to Summer-Sollit Co., to lay 8 water mains at Brooks Field, cost \$9,100. Address The Mayor.

Tex., Throckmorton.—Voted \$20,000 bonds to complete water-works plant. Address The Mayor.

Woodworking Plants.

Fla., Lake Garfield.—P. O. Bartow.—Crates, etc.—Roux Crate Co., E. T. Roux, Prest.-Gen.

In writing to the parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Mgr., Plant City, Fla., will erect plant, construction by owner; install sawmill and crate mchy., portion of which is purchased; daily capacity 25,000 ft. lumber and 6,000 crates; G. F. Hauserman, Const. Engr., Bartow, Fla. Lately noted to erect plant. (See Machinery Wanted—Woodworking Machinery.)

Ky., Covington.—Furniture.—Dine-Schabell Furniture Co., capital \$100,000; incptd. by Frank L. and Simon Bluestein.

Md., Baltimore.—Shooks, etc.—Sapero Box Co., R. J. Sapero, Propr., 2601 Boston St. (lately noted burned plant) will install \$35,000 box mchy., planers, hand resaw, tongue-groovers, nailing machines, etc., to mfr. boxes, shooks and packing cases. (See Machinery Wanted—Box Machinery.)

Mo., Kansas City.—Ice Boxes, etc.—Koch Butcher Supply Co. has leased two-story and basement building for the mfr. of ice boxes and counters.

Tex., Dallas.—Furniture.—F. L. Schumpert Furniture Co., capital \$20,000, incptd. by F. L. Schumpert and O. A. Klammer.

Va., Martinsville.—Truck Bodies.—American Truck-Body Co., C. Grady Cates, Secy., increased capital from \$100,000 to \$150,000.

Fire Damage.

Ark., Little Rock.—Falk Millinery Store, 622 Main St.; National Clothing Co.'s store, 624 Main St.; loss \$30,000.

Fla., Miami.—L. B. Boyd's hydroplane hangar; loss \$25,000.

Fla., Moore Haven.—Moore Haven Drug Co.'s building, loss \$12,000; Peoples' Supply Co.'s building; Masonic Building, \$6,000; A. V. Rain Mercantile Co.'s building, \$12,000; E. Parkinson & Co.'s building, \$15,000; Fort Lauderdale Co.'s building, \$10,000; Moore Haven Mercantile Co.'s building, \$25,000; E. R. Watson's building, \$8,000.

Fla., White Springs.—Dr. D. N. Cone's residence.

Ga., Atlanta.—E. L. Milligan and Paul V. Camp's residences on Morgan St., East Lake; total loss, \$25,000.

Ga., Hawkinsville.—Hawkinsville Ice & Storage Co.'s plant; loss \$25,000.

Ga., Macon.—Diamond Light Battery Works, W. C. Dean, Propr., First St. and Cotton Ave.; building owned by Emmett Barnes, Jr.

Ky., Louisville.—Jos. H. Scale's residence in Mocking Bird Valley; loss \$25,000.

Md., Beallsville.—Brosius Bros.'s garage; loss \$15,000.

Md., Cambridge.—W. T. Hubbard's store.

Md., Govans.—Emory Eck's garage; 5701 York road; loss \$60,000.

Mo., Rich Hill.—Building occupied by Wagner & Davis and American Legion; loss \$20,000.

N. C., Davidson.—Davidson College dormitory.

N. C., Hillsboro.—J. B. Mason's building.

N. C., New Bern.—Buildings at county poor farm. Address County Commrs.

N. C., Scotland Neck.—Cotton Oil & Ginning Co.'s linter room, W. E. Smith, Mgr.; loss from \$10,000 to \$20,000.

Okla., Anadarko.—Caddo County Infirmary's main building. Address County Commrs.

Okla., Canadian.—Planters' Cotton & Gin Co.'s cotton ginnery, 709 Flynn-Ames Bldg.; loss \$12,000.

Okla., Madill.—Stanton Printing office; loss \$2,000; Madill Record; loss \$3,000; Conway's electric shop, loss \$2,000; building owned by A. L. Phillips, Ada, Okla.

S. C., Blythewood.—C. E. Boney's cotton ginnery.

S. C., Greenwood.—Greenwood Cotton Mill's store and dwelling; Mrs. Martha Wilson's dwelling.

Tenn., Nashville.—Jas. Palmer's (Irvin Chase, Agent), building at 304 Third Ave., North, occupied by R. G. Dun & Co., W. W. Dillon & Co., Dillon & Chase; loss \$10,000.

Tex., Hereford.—Gass Mercantile Building on Main St.

Tex., Lampasas.—Stokes Bros.' building.

Tex., Lockhart.—Gus Seeliger's residence.

Tex., Uvalde.—C. E. Way's residence on N. High St.; loss \$20,000.

Va., Portsmouth.—H. H. Dunn's stables and garage; loss \$80,000.

W. Va., Charleston.—Bond-Riter-Jackson Co.'s plant, W. P. Jackson, Prest.; loss \$75,000.

W. Va., Charleston.—R. G. Hubbard's building at Capitol and Slack Sts., occupied by Bond, Rider, Jackson Co. and Pugh Furniture Co.; loss \$25,000.

BUILDING NEWS

BUILDINGS PROPOSED

Apartment-Houses.

Ark., El Dorado.—Alice Cordell will erect apartment house at Hill and Elm Sts.; 12 suites; J. Rice Scott & Co., Inc., Archts., Rutherford Bldg.

D. C., Washington.—Munro & Warthren will erect \$35,000 apartment house at 1111 Lamont St., N. W.

Fla., Daytona.—John F. Walter will erect apartment house.

Fla., Miami.—Roy A. Morrison will erect \$15,000 apartment house on N. E. 29th St.

Ky., Louisville.—Joseph & Joseph, Francis Bldg., prepared plans for 2 apartment houses; 2 stories; fireproof; brick and stone; six 7-room suites each.

Md., Baltimore.—Hilton Court Apartment Co., Fulton E. Yewell, Prest., 3600 Forest Park Ave., will erect \$300,000 apartment house at Hilton St. and Liberty Heights Ave.; 3 stories; brick; 2 units, each, 40x126 ft.; connected by an ornamental colonnade and entrance 25 ft. wide; 25 suites; John R. Forsythe, Archt., 232 St. Paul St.

Mo., Maplewood.—H. Robb will erect \$25,000 apartment house; 4 suites; 2 stories; brick; H. P. Hess, Archt., 4811 Cot Brilliant, St. Louis.

Mo., St. Louis.—Edw. Horst, 2200 Palm St., will erect \$11,000 apartment house at Fiar and Florissant Aves.; 2 suites; 2 stories; 49x29 ft.; brick; Nolte & Naurman, Archts., Fullerton Bldg.

Mo., St. Louis.—Walter Jones Realty Co., 618 Chestnut St., will erect \$15,000 apartment house at 4100 Kossuth Ave.; 2 stories; 4 suites; 40x54 ft.; brick; plans and construction by owner.

Okla., Oklahoma City.—E. L. Ross will erect \$15,000 apartment house at 119-21 E. Park Place.

Tex., Dallas.—J. B. Frey will erect \$18,800 apartment house at 3704-6 Oak Lawn; 20 rooms; brick veneer.

Tex., Dallas.—Mrs. Park will erect \$10,500 apartment house at 4835-37 Victor St.; 12 rooms; brick veneer.

Tex., Dallas.—A. D. Wharton will erect \$12,000 apartment house at 5300-02 Ross St.; 14 rooms; brick veneer.

Tex., San Antonio.—L. Gutzheit will erect \$12,000 apartment house on Dewey, Pl.; 2 stories; 12 rooms.

Association and Fraternal.

Ky., Ashland.—Masonic Lodge, A. N. Richardson, D. H. Putman and A. W. Humphrey, Bldg. Comm., will erect \$200,000 temple on Winchester Ave.; Schenck & Williams, Archts., Mutual Home Bldg., Dayton, O. (Previously noted.)

Ky., Louisville.—Labor Union, James F. Dalton, Prest., will erect \$300,000 temple on Market St., near 2nd.; 5 stories; terra cotta and brick; fireproof; 78x200 ft.; prepared roofing; concrete, hardwood and slab floors; steam heat; service lights; electric elevators; hollow fireproof tile; metal ceilings; plaster board; ornamental terra cotta; safes; interior tile; metal doors; rolling partitions; wire glass; ventilators; steel sash and trim; Raymond D. Weakley, Archt., 410 Crutcher-Starks Bldg. (Lately noted.)

Okla., Ardmore.—Young Men's Christian Association, Edw. Galt, R. A. Hefner and others Comm., plans to erect building.

Okla., Clinton.—Ancient Free and Accepted Masons plan to erect \$125,000 temple.

Okla., Tulsa.—Akdar Shrine will erect \$300,000 building at 4th St. and Denver Ave.

S. C., Spartanburg.—Home.—Loyal Order of Moose will erect cottage at Southern Industrial Home, Rev. Sam T. Creech in charge.

Tex., El Paso.—Elks Lodge, John E. Anderson, Secy., will erect building; H. M. Beutell, of Beutell & Hardie, Archt.

Tex., Houston.—Young Women's Christian Association will erect 4-story building at Austin St. and Rusk Ave.; Wm. Ward Watkins, Maurice J. Sullivan and P. B. Briscoe, Asso. Archts.; W. F. Thompson, Consulting Archt. (Previously noted.)

Va., Bristol.—Masonic Lodges, S. G. Keller, Donald T. Stant and Gordon Montgomery, Comm., plan to erect temple on E. State St. between Washington and Goodson Sts.

Va., Richmond.—Ginter Park Methodist Church, W. Fred Richardson, Chrmn. Board of Trustees, will erect \$40,000 building; 135x155-ft.

Va., Whittemell.—J. M. Francis will receive bids until May 10 to erect church at Swansenville.

Bank and Office.

Ala., Jasper.—First Natl. Bank, J. H. Crawford, Prest., will receive bids until May 16 to erect 2-story building; 50x75 ft.; non-fireproof; brick and stone or terra cotta; Barrett specification roof; concrete, tile and wood floors; Dunham system of heating; metal ceilings; ornamental terra cotta; interior tile; ventilators; plans on application to Bem Price, Archt., Jefferson County Bank Bldg., Birmingham. (Lately noted.)

Ark., El Dorado.—J. Rice Scott & Co., Inc., Rutherford Bldg., are preparing plans for Miles office building at Main and Cleveland Sts.; 5 stories and full basement; 2 business rooms on first floor; 40 office suites on upper floors.

In writing to the parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Ga., Atlanta.—Federal Reserve Bank will erect \$500,000 extension on Marietta St.; treble capacity of present building; 90x200 ft.; 3 stories, basement and sub-basement; reinforced concrete with marble exterior; metal window frames; marble floors, columns, etc.; extend all mechanical equipment; install vault; 2 elevators; A. Ten Eyck Brown, Archt., Forsyth Bldg.; plans probably ready for estimates between May 10 and 15; bids received until June 9. (Lately noted.)

Ky., Berry.—Union Bank will receive bids until May 28 to erect 2-story brick building; cost, \$11,000; 35x50 ft.; J. T. Gillig, Archt., Cynthiana.

Mo., Palmyra.—Marion County Savings Bank plans to erect building; cost \$100,000; 2 stories; brick, stone and steel.

N. C., Asheville.—First Natl. Bank will erect \$25,000 building; 2 stories; 24x90 ft.; brick; tile, concrete and hardwood floors; vapor heat; \$3,000; metal ceilings; plaster board; interior tile; steel sash and trim; F. A. Weston, Archt., Greensboro.

Tex., Beaumont.—San Jacinto Life Insurance Co., H. M. Hargrove, Prest., will remove 3-story building and erect 10-story structure at Orleans and Fannin Sts.; cost \$600,000.

Tex., Waco.—Milton W. Scott prepared plans to remodel second floor of Crespi Bldg., at 927 Austin Ave.; install steam heating plant; cost, \$15,000.

W. Va., Hamlin.—Farmers & Merchants Bank will remodel building for bank, store, lodge and offices; cost about \$50,000; 2 stories and basement; brick and stone; R. M. Bates, Jr., Archt., First Natl. Bank Bldg., Huntington.

W. Va., Petersburg.—Grant County National Bank will erect \$25,000 building; 2 stories and basement; 34x65 ft.; stone and brick; Mersh & Shollar, Archts., Altoona, Pa. (Lately noted.)

Churches.

Fla., St. Augustine.—Christian Science Society purchased lot on Carrera St. and plans to erect building. Address The Reader.

Ga., Atlanta.—Georgia Ave. Presbyterian Church, Rev. Dr. Robert Ivey, Pastor; W. O. Parker, Chrmn. Bldg. Comm., will erect building to replace structure burned at loss of \$20,000; J. Hamilton Elliott, Archt. (Lately noted.)

Ky., Louisville.—St. Francis of Rome Catholic Church, Father J. H. Riley, Pastor, 112 Cavewood Avenue, will erect \$125,000 building; D. X. Murphy & Bro., Archts., Louisville Trust Bldg.

Md., Baltimore.—North Ave. Methodist Church will erect \$50,000 addition to building at North Ave. and Caroline St.; 55x75 ft.; stone; Edward Sawyer, 1415 N. Broadway, Chrmn. Bldg. Comm.

N. C., Asheville.—Presbyterian Church, L. L. Whitaker, Chrmn. Bldg. Comm., will expend \$20,000 to remodel building; 401x90 ft.; brick; slate roof; hardwood floors; hot air heat; interior tile; Henry Barton, Archt., Greensboro; day labor.

Mo., St. Louis.—Sidney Street Presbyterian Church, Rev. K. F. Wettstone, Pastor, 2108 Allen Ave., will erect \$75,000 building at Sidney and Minnesota Sts.; M. R. Archelger, Archt., 2700 Arkansas Ave. (Lately noted.)

Okl., Tulsa.—First Church of Christ Scientist will erect second unit of building at Boulder and 10th Sts.; cost, \$90,000 to \$100,000; auditorium to seat 800; Chas. F. Noble, Chrmn. Bldg. Comm.; A. L. Butler, Archt. (Lately noted.)

S. C., Chester.—Methodist Episcopal Church, Rev. S. J. McConnell, Pastor, plans to erect \$30,000 building.

Tenn., Clarksville.—Christian Church, W. B. Dunlap, Jr., Chrmn. Bldg. Comm., will erect \$35,000 to \$40,000 building at Madison St. and Academy Ave.; 75x120 ft.; pressed brick; stone trim; asbestos shingle roof; wood floors; hot water heat; electric lights; rolling partitions; R. H. Hunt, Archt.; James Bldg., Chattanooga. (Lately noted.)

Tenn., Knoxville.—First Avenue Baptist Church will erect \$223,000 building. Address The Pastor.

Tenn., Maryville.—Methodist Episcopal Church, South, Rev. French Wampler, Pastor, will enlarge church and erect additional Sunday school rooms.

Tex., Fort Worth.—Stamford Memorial M. E. Church will erect \$40,000 building at 25th St. and Azle Ave.; 2 stories and basement; brick veneer. Address The Pastor.

Tex., Grandview.—Methodist Church will erect \$40,000 building; 70x90 ft.; brick and stone; non-combustible roofing; wood floors; hot air heat; electric lights; address B. B. Ingle. (Lately noted.)

Va., Bristol.—Mary Street M. E. Church, South, Rev. W. C. Thompson, Pastor, will erect \$30,000 building; 80x85 ft.; stone; probably slate roof; oak and concrete floors; furnace heat; electric lights; rolling partitions; C. B. Kearftt, Archt., Bristol, Tenn.

Va., Portsmouth.—Mt. Herman Baptist Church, colored, will erect \$30,000 brick building at Florida Ave. and Glasgow St.; day labor. Address The Pastor.

W. Va., Barboursville.—Methodist Episcopal Church, South will erect \$40,000 building; slow burning brick; 45x100 ft.; tile roof; wood floors; vapor heat; Wm. Francis Diehl, Archt., Huntington. (Lately noted.)

W. Va., Bluefield.—Presbyterian Church will erect church and Sunday school building at Albemarle and Washington Sts.; brick, stone trim; Colonial type; Sunday school building, 2 stories; 40x70 ft.; Martin J. Garry and Robert A. Sheffy, Archts.

City and County.

Ala., Greenville.—Jail.—Butler County Commrs. rejected bids for jail building; will probably call for new bids; Fredk. Ausfeld, Archt., Bell Bldg., Montgomery. (Lately noted.)

Ala., Greenville.—Will rebuild city building containing Landrum's Market, Greenville Opera House, etc. Address The Mayor. (Lately noted burned.)

Ark., Little Rock.—Will erect \$25,000 auditorium in the City park; frame and stucco; seat 5,000; John P. Almand, Archt.; Alderman Gay, Chrmn. Comm.

Fla., Daytona.—Will erect fire station on South Palmetto Ave. Address The Mayor.

N. C., Hickory.—Will erect \$20,000 library; Watt J. Shuford, Prest. and Frank A. Henderson, Secy. Rotary Club, interested.

Courthouses.

Miss., Jackson.—Hinds County has not engaged Kramer & Lindsley as architects for courthouse as lately reported.

Mo., Sedalia.—Pettis County, David Roberts, Clk., votes May 16 on \$350,000 bonds to erect courthouse; 3 stories and basement; 100x136 ft.; fireproof; stone, brick and reinforced concrete; composition roof; marble and composition floors; Clifford & Johnson, Archts. (Lately noted.)

Okl., Okemah.—Okfuskee County will erect \$200,000 courthouse; brick, stone

and terra cotta; M. Jayne, Archt., First Natl. Bank Bldg., Oklahoma City. Construction News—Fire Damage.

Dwellings.

Ark., Bearden.—Byrd R. Dunn will erect 4 bungalows in West Moreland Park.

Ark., Little Rock.—Second Presbyterian Church will erect \$14,000 parsonage at 4th and Izard Sts. Address The Pastor.

D. C., Washington.—Harry A. Kite, 1514 K St. N. W., will erect dwellings at 3809-17 Alton Pl., N. W.; cost \$40,000.

D. C., Washington.—E. A. Smith will erect frame dwellings at 3728-30 Kanawha St.; cost \$20,000.

D. C., Washington.—A. C. Minnix, 1416 F St. N. W., will erect dwellings at 3507-9 Idaho Ave.; cost \$25,000; 24x36 ft.; brick and frame; slate roof; oak and concrete floors; steam heat; electric lights; hollow fireproof tile; ventilators; plan and construction by owner.

Ky., Hazard.—Leonard Brashear will erect \$12,000 residence; 2 stories and basement; 42x33 ft.; brick veneer; D. R. Beeson, Archt., Harr Bldg., Johnson City, Tenn.

Md., Baltimore.—Mueller Construction Co., Gunther Bldg., will erect 4 dwellings at 232-33 Homewood Ter.; cost \$20,000.

S. C., Florence.—Dargan-Harlie Realty & Development Co. will erect number of dwellings.

Tenn., Knoxville.—Industrial Home Corp., J. L. Burdette, Secy.-Treas., will erect 25 dwellings; cost about \$2,500 each; 4 and 5 rooms; frame; asphalt shingle roofs; pine floors; open grates; electric lights; contract awarded for 5. (Lately noted.)

Tex., San Antonio.—L. D. Middleton will erect \$12,700 residence on W. French Pl.; 18 rooms.

Tex., San Antonio.—L. Rocusin will erect \$11,000 dwelling on Evergreen St.; 9 rooms.

Tex., San Antonio.—Raymond Edwards will erect 12 3-room dwellings on Garza St.; cost \$12,000.

Tex., Waco.—Albert T. Clifton will erect residence at Austin and 26th St., to replace structure lately noted burned; Milton W. Scott, Archt.

Va., Graham.—T. E. Baker and J. H. Sluss plan to erect number of dwellings.

W. Va., Fairmont.—H. H. Staggers will erect 4 bungalows on Locust Point Farms.

W. Va., Huntington.—E. E. Williams, First Natl. Bank Bldg., will erect residence; cost \$10,000; 2 stories and basement; 29x36 ft.; brick and stone; R. M. Bates, Jr., Archt., First Natl. Bank Bldg.

W. Va., Huntington.—J. H. Murray will erect \$60,000 colonial residence; 2 stories and basement; 45x45 ft.; brick and stone; Meanor & Handloser, Archts., R. & P. Bldg.

W. Va., Huntington.—Geo. L. Neal, R. & P. Bldg., will erect \$45,000 residence; 2 stories and basement; stucco and hollow tile; Meanor & Handloser, Archts., R. & P. Bldg.

W. Va., Winding Gulf.—Winding Gulf Colliery Co. plans to erect dwellings.

Government and State.

Tex., Corpus Christi.—Hospital.—Treasury Dept., Jas. A. Wetmore, Acting Supvr. Archt., Washington, D. C., will receive bids until May 25 to repair Public Health Service Hospital; drawing and specifications at office of Custodian and office of Acting Supvr. Archt. (Lately noted.)

In writing to the parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Tex., Yoakum.—Post Office.—Treasury Dept., Jas. A. Wetmore Acting Supvr. Archt., Washington, D. C., will receive bids until May 24 for Marquise over main entrance and balustrade and parapet wall at post office; specification and drawings Nos. 103 and 204 may be had at office of Custodian or office of Acting Supvr. Archt.

Hospitals, Sanitariums, Etc.

Ky., Pikeville.—Pikeville General Hospital, L. C. Justice and others will erect \$75,000 building; 4 stories; 48x80 ft.; brick; wood, concrete and tile floors; hot water heat, \$3,500; electric lights; elevators, \$2,000; ornamental terra cotta; interior tile; rolling partitions; L. C. Smith, Archt. (Lately noted.)

Md., Baltimore.—Union Memorial Hospital, Saml. C. Rowland, Chrmn. Comm., Calvert Bldg., will receive bids in about 10 days to erect hospital buildings on 33rd St., between Calvert St. and Guilford Ave.; main entrance in central building, about 30 ft. back of building line, approached by driveway and steps; first floor for offices, library, board rooms, etc.; bedrooms and baths for internes and suite for resident physician at east end of first floor; superintendent's suite on opposite side; dining room in central building; 2 elevators; Jos. Evans Sperry, Archt.; Calvert Bldg., following contractors estimating: Consolidated Engineering Co., Calvert Bldg.; Frainie Bros. & Haigley, 18 Clay St.; Hicks, Tase & Norris, 106 W. Madison St.; Morrow Bros., Fidelity Bldg.; M. A. Long Co., Munsey Bldg.; Chas. L. Stockhausen Co., Gay and Water St.; J. Henry Miller, Inc., Miller Bldg., Franklin and Eutaw Sts.; Benj. F. Bennett Bldg. Co., 123 S. Howard St.; Henry Smith & Sons Co., 7 E. Redwood St.; Geo. A. Fuller Co., American Bldg.; Northeastern Constr. Co., all of Baltimore; Thompson-Starrett Co., 138 W. 32nd St., New York. (Lately noted.)

Miss., Gulfport.—King's Daughters Hospital will erect building.

Mo., Farmington.—State will erect hospital; \$75,000 for cottages and equipment; \$12,500 for dairy barn; \$16,000 for general repairs. A. B. Hyde, Governor, Jefferson City.

Mo., Marshall.—State will erect colony for feeble minded; \$120,000 for custodial building; \$17,000 for addition to power house; \$17,800 for general repairs. A. B. Hyde, Governor, Jefferson City.

Mo., Mount Vernon.—State will erect tuberculosis sanitarium; \$4,000 for solariums; \$5,700 for X-ray equipment; \$14,700 for general repairs. A. B. Hyde, Governor, Jefferson City.

N. C., Raleigh.—State, Cameron Morrison, Governor, will erect 2 dining rooms at Central Hospital for Insane and Epileptics; cost, \$100,000; each seat 750; also erect receiving buildings for male patients and dormitory for 200 women patients.

W. Va., Bluefield.—St. Luke's Hospital plans to erect \$100,000 building; 3 or 4 stories; brick and stone; Mills & Millspaugh, Archt.; 67 E. Long St., Columbus, O.; M. J. Garry and Robt. Sheffy, Asso. Archts., Bluefield.

Hotels.

Ark., El Dorado.—W. J. Rutherford and associates, New York city, will erect 7-story hotel on Main St. lately noted; 220 rooms with bath; reinforced concrete and hollow tile; elevators; J. Rice Scott & Co., Inc., Archts.-Engrs., Rutherford Bldg., El Dorado, and Greenville, Miss. (See Machinery Wanted—Building Material; Refining Equipment.)

Fla., Bradentown.—Mat H. Moon, Mgr. Broadway Hotel, C. J. Volckening, Imperial Hotel, both Tampa, purchased Manavista Hotel and will remodel; install elevator, etc.

Fla., Pensacola.—J. A. Newcomb and others purchased San Carlos Hotel and will remodel; add about 50 baths and cafeteria.

Fla., St. Petersburg.—G. H. Garlock plans to erect 4-story hotel along Mirrow Lake; 90x110 ft.; hollow tile and brick; cost \$80,000.

Ga., Atlanta.—Louis J. Dinkler & Son, Carl- ing L. Dinkler, V.-P. and Gen. Mgr., will erect annex to Ansley Hotel; 100x90 ft.; 150 rooms with private bath.

Ky., Frankfort.—Graham Brown, Louisville, and others will incorporate company with \$250,000 capital and erect hotel; Joseph & Joseph, Archts., Atherton Bldg., Louisville.

La., Haynesville.—F. R. Hodges and Jack Tullos, Shreveport, will erect hotel; 3 stories; 60 rooms; brick; install system of waterworks; Edw. F. Neild, Archt., Shreveport.

Tex., Galveston.—Jos. St. Mary is considering organizing company with \$1,000,000 capital to erect 10-story apartment hotel on Avenue R between 26th and 27th Sts.; tentative plans call for suites of 2, 3, 4 and 5 rooms; roof garden; cafeteria; concrete and hollow tile.

Tex., San Antonio.—Lanier Hotel will erect 1-story addition to hotel; Henry T. Phelps, Archt.

W. Va., Bluefield.—Cole Realty Co., will erect Hotel Bluefield, Federal and Scott Sts.; 60x175 ft.; 12 stories; fireproof; steel frame; brick and limestone; 243 bed rooms with private bath; mezzanine floor for ball room, banquet hall, dining room, etc.; roof for elevator machinery, storage space and repair shop; billiard parlor, barber shop, laundry, bakery, boiler room, refrigerating plant, lockers, etc. in basement; stores, service elevator, passenger elevator, kitchen on first floor; cost \$800,000; Alex B. Mahood, Archt. (Lately noted.)

Miscellaneous.

Fla., Miami.—Amusement Pier.—W. H. Netherland, New York City and Louisville, plans to erect recreation pier; 248 ft. wide; 1,000 ft. long; 3 stories; fireproof; steel and concrete; cost about \$2,000,000; Edw. A. Nolan, Archt., Miami. (Lately noted.)

Mo., Kansas City.—Home.—Sisters of St. Joseph Orphan Girls Home, 31st and Jefferson Sts., will rebuild structure lately noted damaged by fire; 3 stories and basement; brick; stone trim; cost \$50,000; Hoyt, Price & Barnes, Archts., Reliance Bldg. (Lately noted.)

N. C., Raleigh.—Clubhouse.—Carolina Country Club, A. L. Baker, Prest.; will erect clubhouse to replace lately noted burned structure; hollow tile and brick; tile roof; hardwood and Georgia rift pine floors; vapor heat; cost \$30,000; Murray Nelson, Archt. (Lately noted.)

Okla., Oklahoma City.—Clubhouse.—Sorosia Club, Mrs. A. S. Heaney, Chrmn., Comm., will erect clubhouse.

Tex., San Antonio.—Restaurant.—A. Jowdy will alter building at Avenue C and Travis St. for restaurant; 2 stories; 79x66 ft.

W. Va., Charleston.—Nursery.—Union Mission will erect Nursery building on Glendenin St.; 3 stories and basement; 44x120 ft.; brick and stone; cost \$75,000; J. L. Montgomery, Archt., C. & R. Bldg.

W. Va., Fairmont.—Thos. and Martin Dattilo, Fairmont, Frank Martin, Monongah, and others will erect 2-story building at Madison and Jackson Sts. to contain 6 stories.

W. Va., Huntington.—Restaurant.—Willie Woo, Cleveland, O., will expend \$25,000 to remodel portion of building on 4th Avenue, for restaurant.

Railway Stations, Sheds, Etc.

Ky., Paris.—Louisville & Nashville R.

R. W. H. Courtenay, Ch. Engr.; Louisville, is reported to erect \$75,000 boiler house.

Schools.

Ala., Altoona.—School Board will erect \$12,000 public school.

Ala., Jones Mill.—County Board of Education, Geo. A. Harris, Supt., Monroeville, will erect \$10,000 school; 2 stories; 8 rooms; shingle roof; hardwood floors; Delco lights; bids opened about June 1.

Ala., Selma.—City, W. B. Hall, Mayor, will vote July 15th on \$250,000 bonds, including \$50,000 for schools; \$75,000 for parks; \$75,000 for sewerage; \$50,000 for indebtedness.

Fla., Orlando.—Rollins College will erect \$20,000 building for Phi Alpha Fraternity; rough brick; F. H. Trimble, Archt.

Fla., Plant City.—County Board of Public Instruction, J. E. Knight, Secy., Tampa, authorized election May 17 in Special Tax School Dist. No. 19 on \$12,000 bonds to erect school.

Fla., Tampa.—Hillsborough County Board of Public Instruction will erect 2-story school on Horatio St.; 67x81 ft.; brick and steel; cost \$75,000. (Lately noted.)

Ga., Carnesville.—Board of Education will erect annex to high school; bonds voted.

Ga., Montezuma.—Board of Education will erect combined grammar and high school; 24 rooms and auditorium to seat 1,000; plans ready about June 15; Prof. L. D. Corbett, Supt. of Schools, Montezuma; Wm. J. J. Chase, Archt., 140 Peachtree St., Atlanta.

Ga., Rome.—Board of Education, H. L. Latham, Chrmn., will receive bids until May 16 to erect Central Primary School; plans and specifications at office Berge, Stevens & Conklin, Archts., 140 Peachtree St., Atlanta, and Atlanta Builders' Exchange; obtainable at office Mr. Latham. (Lately noted.)

Ky., Owensboro.—Board of Education, J. H. Laswell, 319 St. Ann St., will erect \$60,000 grade school; 2 stories; brick. (\$300,000 school bonds previously noted voted.)

Ky., Richmond.—Madison County Board of Education, B. F. Edwards, Secy., will receive bids on 3 school buildings.

Ky., Smith Grove.—Board of Education, Mrs. Eugene Mills, County Supt., rejected bids to erect \$40,000 school; 2 stories; 30x40 ft.; semi-fireproof; brick; C. C. & E. A. Weber, Archts., Miller Bldg., Cincinnati; will call for new bids. (Lately noted.)

Ky., Williamsburg.—Cumberland College, A. R. Evans, Act. Prest., will erect \$35,000 dormitory addition; 3 stories; brick; also erect \$60,000 dining hall; 2 stories; brick; R. F. Graf & Son, Archts., Arnstein Bldg., Knoxville, Tenn.

La., Morgan City.—School Board will receive bids until May 24 to erect \$45,000 school; 2 stories and basement; brick; composition roof; yellow pine floors; low pressure steam heat; plans and specifications at office Favrit & Livaudais, Ltd., Tile Guarantee Bldg., New Orleans. (Lately noted.)

Md., Baltimore.—St. Elizabeth's Catholic Church, Rev. Jno. J. Murray, Pastor, will erect convent at Baltimore St. and Lakewood Ave.; stone; 41x71.6 ft.; cost \$40,000.

Md., Frederick.—Hood College, Dr. Jos. H. Apple, Prest., will enlarge auditorium of Brdbeck Hall; 30x50 ft. extension; brick; wood floors; steam heat; electric lights; freight elevator; erect combination dining hall and dormitory; cost \$150,000 to \$200,000; 50x175 ft.; brick; stone trim; slate roof; wood floors; steam heat; electric lights; freight elevator; also erect central heating plant; cost

\$30,000 to \$40,000; brick and stone; slate roof; concrete floors; Hamme & Witman, Archts., York, Pa.; bids opened June 7.

Mo., Prospect.—Board of Education, G. Lloyd Palmer, Supt., Frederick, will erect school; bids opened May 4; drawings and specifications at office Mr. Palmer.

Miss., Hattiesburg.—State Bond Improvement Commission, Jackson, will receive bids until May 9 to erect academic building at Mississippi Normal College; plans and specifications at office Theo. C. Link, Supervising Archt., Director Public Works, Box 636, Jackson. (Lately noted.)

Miss., Jackson.—Board of Education will receive bids until May 17 at office of T. E. Bailey to erect grammar school; 120x100 ft.; 1 story; brick and frame; composition and tile roof; wood and cement floors; gravity steam heat; cost \$35,000; N. W. Overstreet, Archt. (Lately noted.)

Mo., Carthage.—Board of Education, N. J. Johnson, Secy., will erect \$75,000 school; 2 stories; brick and stone; P. K. Simpson, Archt.

Mo., Chillicothe.—Industrial School for Girls will erect \$120,000 building; remodel old school; \$20,000; repairs and furniture, \$15,000.

Mo., Kansas City.—Church of Visitation, Rev. T. B. McDonald, Pastor, will erect parochial school, 5134 Baltimore Ave.; 2 stories and basement; 32x68 ft.; 8 rooms; stucco on hollow tile; cost \$40,000; Owen, Payson & Carswell, Archts., Interstate Bldg., day labor. (Lately noted.)

Mo., Willard.—Board of Education, O. D. Gillespie, Clk., will erect \$30,000 school; 53x88 ft.; brick and wood; pitch shingle roof; wood floors; hot air or steam heat; electric lights; Geo. F. Reed, Archt., Woodruff Bldg., Springfield; day labor. (Lately noted.)

N. C., Asheville.—School Board, W. J. Armfield, Chrmn. Bldg. Comm., will erect school.

N. C., Chapel Hill.—State Building Commission, Chas. F. Woolen, Secy., 715 Commercial Bank Bldg., Raleigh, commissioned Thos. C. Atwood, Engr., to supervise construction work at University of North Carolina to include 12 faculty houses, 5 dormitories to accommodate 360 students, 2 class room buildings, law building, doubling dining room of Swain Hall, extension of lighting, heating, water and sewerage systems, construction of 1½ mi. railroad spur line from Chapel Hill station to vicinity of building area on campus. (Lately noted.)

N. C., Hillsboro.—Hillsboro Township voted \$100,000 bonds to erect school; S. Trudwick, Chrmn.

N. C., Plymouth.—Plymouth Graded School Trustees, Geo. W. Hardison, Treas., will receive bids until May 28 for \$60,000 bonds to erect schools.

Okla., Goodwell.—Goodwell School Dist., L. A. Averrett, Clerk, will erect \$33,000 school lately noted; brick; pitch and gravel roof; wood floors. (See School Equipment.)

Okla., Greenfield.—School District No. 97, Robt. M. Thomas, Clerk, will receive bids until May 16 to erect school; plans and specifications at office Mr. Thomas.

Okla., McLoud.—Board of Education, J. C. Townsend, Clerk, will rebuild school noted burned; bids opened about May 15. (See Machinery Wanted—School Equipment.)

Okla., Roland.—Sequoyah County School Board, Sallisaw, will erect \$25,000 central high school.

S. C., Camden.—Camden School District Trustees will receive bids until June 1 at office T. J. Kirkland, Chrmn., to erect school; bids as follows: (1) building; (2) heating; (3) plumbing; 166x120 ft.; brick; reinforced concrete stairs; wood floors; metal doors; steam heat, direct radiation; address Chas. C. Wil-

son, Archt., 804 Palmetto Bldg., Columbia. (Lately noted.)

S. C., Columbia.—Board of Trustees, Mt. Zion School Dist. No. 14 will open bids May 24 for purchase of \$100,000 bonds to erect and equip schools.

S. C., Greenville.—City School Board acquired property on John St. and erect primary school building; 1 story; 6 rooms.

S. C., Greenville.—City View School Dist. considering vote on \$12,000 to \$15,000 bonds to erect school; M. C. Barton, County Supt. of Education.

S. C., Lebanon.—Lebanon School Dist. No. 26 will erect \$18,000 school; 2 stories; hollow tile, brick and frame; wood floors; warm air heat; electric lights; 6 class rooms and auditorium; J. J. Baldwin, Archt., Anderson, S. C. Address Dr. W. S. Hutchinson, Chrmn., Anderson. (Lately noted.)

Tenn., Centerville.—County Board of Education will erect grade and high school at Sunshine.

Tenn., Mount Pleasant.—City plans to issue \$25,000 bonds, to be supplemented by county, to erect school. Address Board of Education.

Tex., Atlanta.—City voted \$65,000 bonds to erect school building. Address Board of Education.

Tex., Dallas.—City Board of Education will erect \$140,000 school at 6014 E. Grand St.; concrete, brick and tile.

Tex., El Paso.—City plans to vote on \$800,000 bonds to erect high school, 5 ward schools and additions to other schools; Chas. S. Ward, Prest. School Board.

Tex., Graham.—School Board will erect 2-story brick school; 11 rooms, auditorium and basement; cost \$47,500.

Tex., Harrold.—Harrold Public School Dist. voted \$15,000 bonds to erect school or additional wing to present structure. Address Dist. School Trustees.

Tex., Livingston.—Department of Interior, Office of Indian Affairs, Chas. H. Burke, Commr., Washington, D. C., will receive bids until May 26 to erect frame school, outhouses and well; plans and specifications at office United States Indian Warehouses, Chicago, St. Louis, San Francisco, and Builders' Exchange, St. Paul, Minn. and office Judge J. C. Feagan, Livingston.

Tex., Lufkin.—School Trustees plan election on \$60,000 bonds to erect school.

Tex., Rocksprings.—Rocksprings School Dist. voted \$18,000 bonds to erect building. Address District School Trustees.

Va., Elizabeth.—Wythe District, E. R. Rogers, Chrmn. School Board, R. F. D., Hampton, will erect \$50,000 grade school; 2 stories and basement; 8 rooms; 68x50 ft.; brick; Chas. M. Robinson, Archt., Times-Dispatch Bldg., Richmond.

Va., Lynchburg.—City School Board will receive bids until May 13 at office of Craighill & Cardwell, Archts., Peoples Bank Bldg., to erect brick school; plans and specifications at office of architects. (Previously noted.)

W. Va., Ceredo.—Ceredo Independent Dist. Board of Education, H. L. Stone, Secy., will receive bids until May 20 to erect high school; 150x100 ft.; 3 stories; fireproof; brick; tile and composition roof; steel, concrete and wood floors; furnace blast heat; cost \$110,000; Richard M. Bates, Jr., Archt., Huntington. (Lately noted.)

W. Va., Fairmont.—State Board of Control, Jas. S. Lakin, in charge of construction, Charleston, will receive bids until June 11 to erect dormitory at Fairmont State Normal School; 47x165 ft.; 3 stories; semi-fireproof; concrete foundation; tile and concrete walls;

faceted with gray pressed brick; limestone and terra cotta trim; slate roof; structural steel; skylight; Kalamein doors and frames; iron stairway with reinforced concrete floors and landings; reinforced concrete corridor floors and ceilings; concrete joist and terra-cotta floors over boiler room, laundry, bakery, kitchen and serving room; tile floors and wainscoting in toilet and baths; other floors and ceilings and room partitions of wood; plain and ornamental plastering; oak trim; fire alarm system; electric trunk elevator; ash hoist; electric wiring, conduit system; sanitary plumbing; steam heat; plans, specifications and blank forms at State Board of Control; R. A. Gillis, Archt., Fairmont. (Lately noted.)

W. Va., Hamlin.—Board of Education will erect \$55,000 high school; 2 stories and basement; 40x60 ft.; R. M. Bates, Jr., Archt., First Natl. Bank Bldg., Huntington.

W. Va., Morgantown.—State Board of Control, Jas. S. Lakin, in charge of construction, Charleston, will receive bids until June 11 to erect Law Building at West Virginia University; 137x55 ft.; 2 stories and basement; fireproof; exterior, face brick; stone and terra cotta trim; interior finish of birch mahogany; main corridors and stairways of marble; interior partitions of hard tile; composition roof; patent plaster; maple, tile and linoleum floors; basement to contain locker rooms, toilets, club rooms, machinery room, catalog and packing room; first floor, 3 class rooms, practice court, girls' club room; second floor, reading room, stack room, professors' offices, librarian's office; plans, specifications and blank forms at office State Board of Control; Chas. W. Bates, Archt., Natl. Bank of West Virginia Bldg., Wheeling.

Stores.

D. C., Washington.—Frank Upman, Woodward Bldg., is preparing plans for alterations and addition to store at 11th St. nr. I St., N. W.; 3 stories; brick; cost \$10,000; Percy C. Adams, Asso. Archt., Woodward Bldg.

Fla., St. Petersburg.—Walter S. Ross will erect building at 9th St. and 7th Ave.; tile, brick and stucco; 2 stories; first floor for 5 stores; second, dwellings; cost \$35,000.

Ky., Middleboro.—T. H. Campbell & Bros., will erect department store; 2 stories and basement; 60x150 ft.; brick and terra cotta; C. C. & E. A. Weber, Archts., Miller Bldg., Cincinnati.

Mo., Kansas City.—Ed Block will erect business building at 12th St. and Prospect Ave.

S. C., Great Falls.—Banks Gladden, Chester, S. C., will rebuild structure lately noted burned.

S. C., Great Falls.—Lowrance Bros., Chester, S. C., plans to rebuild structure lately noted burned.

S. C., Simpsonville.—B. W. Burdette Bros. will erect building to replace structure lately noted burned.

Tex., Beaumont.—A. B. C. Store Co. will remodel building for grocery store and meat market; expend \$30,000 for fixtures.

Tex., San Antonio.—Mrs. D. T. Holt will erect store on Dolorosa St.; Henry T. Phelps, Archt.

Tex., San Antonio.—R. W. Hamilton will erect store on San Pedro Ave.; Henry T. Phelps, Archt.

Tex., San Antonio.—W. B. Kroeger will erect store on Main Ave.; Henry T. Phelps, Archt.

Tex., San Antonio.—Max and Maurice Rosenman will erect 2-story building at Houston and Cameron Sts.; first floor, 5 stores;

upper floor, 25-room hotel; brick and tile; reinforced concrete foundation; cost \$35,000; Smith & Kelly, Archts.

Va., Norfolk.—Peter Smith will erect building for 5 stores at Plume and Randolph Sts.; Peebles & Ferguson, Archts.; R. R. Richardson & Co., are lowest bidders at \$17,682. (Lately noted.)

W. Va., Charleston.—Frankenberg Bros. will erect store and office building; 3 stories and basement; 55x125 ft.; brick and stone; Higginbotham & Knapp, Archts., Charleston Natl. Bank Bldg. (Lately noted.)

W. Va., Milton.—S. Roberts Estate will erect building; 3 stories and basement; 60x120 ft.; brick; stone trim; R. L. Day, Archt., First Natl. Bank Bldg., Huntington.

W. Va., Welch.—McNary & Johnson will erect store and office building; cost \$100,000; 4 stories and basement; 50x103 ft.; brick and stone; R. M. Bates, Jr., Archt., First Natl. Bank Bldg., Huntington.

Theaters.

Mo., Webster Groves.—Webster Groves Theater Co., Frank Thompson, Prest., will erect \$60,000 theater; 1 story and balcony; 54x160 ft.; semi-fireproof; brick and reinforced concrete; terra cotta trim; Kennerly & Steigemeier, Archts., Title Guaranty Bldg., St. Louis; W. R. Wilson, Contr., Odd Fellows Bldg., St. Louis. (Lately noted.)

Va., Graham.—J. H. Longworth and others will erect theater to accommodate 500; W. F. Baugh, Contr.

Va., Portsmouth.—Harry Hofheimer will erect \$60,000 theater at Effingham and King Sts.; Calrow, Wrenn & Tazewell, Archts., Norfolk; Jones & Spear, Contrs., Portsmouth. (Lately noted.)

Md., Baltimore.—Rialto Theater will enlarge building at 842 W. North Ave.; bids opened May 11; Oliver B. Wight, Archt., Munsey Bldg.; following contractors estimating: Consolidated Engineering Co., Calvert Bldg.; Cogswell-Koether Co., 406 Park Ave.; E. Eyring & Sons, 3501 Falt Ave.; M. C. Davis & Son, 902 W. 36th St.; J. Henry Miller, Inc., Miller Bldg.; Eutaw and Franklin Sts.; Standard Construction Co., Lanvale and Poplar Grove Sts.; West Construction Co., American Bldg.; M. A. Long Co., Munsey Bldg.; Henry S. Rippel, 1929 W. Baltimore St.; Northeast Construction Co.; Jno. Cowan & Son, 17 E. Lafayette Ave.; H. D. Watts Co., Garrett Bldg.; Henry Smith & Sons Co., 7 E. Redwood St. (Lately noted.)

Tex., San Antonio.—Henry T. Phelps is preparing plans for \$250,000 theater; seating capacity 3,000.

Warehouses.

Ala., Birmingham.—Hill Grocery Co. will erect building on Third Ave., South, for warehouse and bakery; 400 ft. site; cost \$75,000.

Fla., Madison.—J. E. Hardee Co. and R. H. Rowe will erect brick tobacco packing house at Shelby and Pinckney Sts.; 125x50 ft.; 3 stories; cement and wood floors; cost \$10,000; W. B. Davis, in charge of construction.

Ga., Cedartown.—T. N. Duke will erect warehouse; 70x100 ft.; brick.

Md., Baltimore.—National Wall Paper Co., 1009 Baltimore St., will erect building for show rooms and warehouse at 1023-25 E. Baltimore St.; cost \$50,000; 50x150 ft.; steel and concrete; slag roof; hardwood and concrete floors; metal ceilings and doors; interior tile; wire glass; ventilators; steam heat; electric lights; electric elevator; bids opened in about 30 days. Address Geo. R. Callis, Jr., Archt., 611 American Bldg.

Tex., Dallas.—Dallas Terminal Warehouse Co., Geo. A. Sprague, Prest., will erect build-

ing on Young St. for warehouse, forwarding and storage purposes; 12 stories; 270x240 ft.; steel and concrete; fireproof; one floor for convention hall to seat 1,000; estimated cost \$1,000,000.

Tex., Dallas.—Kennemer Bros. will erect ice distributing depot and mule barns at Hall and Flora Sts.; brick; cost \$10,000; construction by owners. (Lately noted.)

BUILDING CONTRACTS AWARDED

Apartment-Houses.

Fla., St. Petersburg.—Louis Cohen will erect \$22,000 apartment house; 3 stories; 35x55 ft.; tile; composition roof; pine floors; 14 suites; H. H. DuPont, Archt.; Glasco & Smith, Contrs., P. O. Box 1333. (Lately noted.)

Tex., Houston.—M. Mulcahy will erect \$15,650 apartment house at 1709 McKinney Ave.; 2 stories; 38x50 ft.; Needham System of hollow wall construction (precast concrete); tar and gravel roof; wood floors; radiators; electric lights; Clark Construction Co., Archt.; Clark Construction Co. and Ed. F. Needham & Co., Contrs. (Lately noted.)

Bank and Office.

Ga., Atlanta.—Nunnally Co. will erect 3-story office building on Edgewood Ave., between Ivy and Courtland Sts.; first floor stores; 75 ft. front; Hentz, Reid & Adler, Archts.; Barge & Thompson, Contrs.

Ky., Corbin.—First Natl. Bank, H. J. Harris, Prest., will erect \$75,000 bank and store building; 2 stories and basement; 80x90 ft.; Manley & Young, Archts., 814 W. Hill Ave., Knoxville, Tenn.; Rogers & Leventhal, Contrs., Harriman, Tenn. (Lately noted.)

Tex., Houston.—Federal Reserve Bank of Dallas will erect \$350,000 branch building at Texas Ave. and Caroline St.; 3 stories, foundation for 2 additional stories; 80x85 ft.; fireproof; steel and reinforced concrete; Carthage stone base; composition roof; marble, cork and composition floors; electric elevators; first floor interior, marble and bronze; Sanguinet, Staats & Gottlieb, Archts.; American Construction Co., Contr., both Houston. (Lately noted.)

Churches.

Md., Baltimore.—Church of the Messiah, Rev. Peregrine Wroth, Rector, 215 E. Preston St., will erect church and parish hall at Harford Rd. and White Ave.; cost about \$150,000; English Gothic design; church, 52x122 ft.; auditorium to seat 500; parish hall, 48x114 ft.; auditorium, stage, kitchen and bowling alleys; Mottu & White, Archts., 322 N. Charles St.; Consolidated Engineering Co., Contr., Calvert Bldg. (Previously noted.)

Md., Baltimore.—Orthodox Friends will erect building on Charles St. near 31st.; colonial design; 50x125 ft.; cost, about \$75,000; Edw. L. Palmer, Jr., Archt., 513 N. Charles St.; Hicks, Tase & Norris, Inc., Contrs., 106 W. Madison St. (Lately noted.)

Md., Frederick.—First Baptist Church, Rev. W. S. Royal, Pastor, will erect \$40,000 church and Sunday school building; B. Evard Kepner, Archt., 34 N. Market St.; Roy W. Poole, Contr. (Previously noted.)

Tenn., Chattanooga.—Central Presbyterian Church will erect \$75,000 building at McCallie and Orchard Knob Aves.; brick and frame; slate roof; pine floors; interior tile; W. H. Sears, Archt.; Mark K. Wilson Co., Contr. (Lately noted.)

Va., Richmond.—Presbyterian League, Inc., will erect colored mission Sunday school; cost,

Tex., Sweetwater.—Jno. T. Johnson is Chrmn. of Comm. promoting erection of terminal warehouse to cost \$100,000; capacity 10,000 bales cotton.

Tex., Waco.—Exporters & Traders Compress & Warehouse Co. will erect \$100,000 warehouse; 350x400 ft.; frame with fire walls; galvanized iron roof; wood floors. Address A. J. Dossett, Gen. Mgr. (Lately noted.)

Courthouses.

La., Winnfield.—Winn Parish Police Jury will erect \$147,500 courthouse; 106x62 ft.; fireproof; tile and Barrett specification roof; wood and concrete floors; steam heat, \$6,000; electric lights; J. W. Smith, Archt., Monroe; Caldwell Bros., Contrs., 859 Carondelet St., New Orleans. (Lately noted.)

Dwellings.

Fla., St. Petersburg.—Sherman Rowles Realty Co., W. H. Franklin, Prest., will erect \$15,000 residence for Will M. Cressy lately noted; 45x12.6 ft.; hollow tile; terra cotta trim; tile roof; hardwood and tile floors; hot water or vacuum heat; electric lights; interior tile; steel sash and trim. (See Machinery Wanted—Building Material; Tile; Flooring; Terra Cotta; Plumbing; Heating Plant; Steel Sash and Trim.)

Ga., Atlanta.—Philip F. L'Engle will erect \$23,000 residence; brick veneer; slate roof; Wm. J. D. Chase, Archt., 140 Peachtree St.; T. C. Wesley, Contr.; Jennings & Gresham, Contrs. for plumbing and heating.

Ga., Savannah.—Morton and Sidney Levy will erect 2 dwellings on Estill Ave., between Bull and Abercorn Sts.; cost, \$15,000 each; 2 stories; brick veneer; Colonial design; steam heat; Levy & Clark, Archts.; Carson Construction Co., Contr.

Ga., Savannah.—W. W. Gordon will erect \$30,000 residence; 2 stories; brick; 11 rooms; Olaf Otto, Archt.-Contr.

Md., Baltimore.—Harry Kovitz, 533 N. Gay St., will erect \$10,000 store, residence and garage at 586-86½ N. Gay St.; 3 stories; brick; 24.10x59 ft.; Stanislaus Russell, Archt., 11 E. Lexington St.; Abraham Wise, Contr., 2618 E. Baltimore St. (Lately noted.)

Miss., Cleveland.—S. C. Taylor will rebuild residence lately burned; cost \$10,000; 1 story; 7 rooms; frame; composition shingle roof; hardwood and concrete floors; steam heat, \$1,000; electric lights, \$400; hollow fireproof tile; plaster board; ornamental terra cotta; interior tile; rolling partitions; wire glass; Toots Davis, Archt.-Contr. (See Machinery Wanted—Building Material; Brick; Lumber.)

Mo., Cape Girardeau.—Harry I. Himmelberger will erect \$24,000 residence and garage; 40x68 ft.; garage, 24x20 ft.; brick; tile roof with copper valleys and flashing; oak and pine floors; hot water heat, \$2,200; city lights; socket plaster board; ornamental terra cotta; interior tile; metal lath; Lindsey Architectural Co., Archt., Sikeston; S. Boutin, Contr., Cape Girardeau. (See Machinery Wanted—Building Material.)

Mo., Cape Girardeau.—Dr. D. H. Hope will

In writing to the parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

erect \$12,000 residence; 32x45 ft.; sun parlor, 12x26 ft.; 2 stories; brick and stucco; Dutch colonial type; tile roof with copper flashing; oak and pine floors; hot water heat, \$1,500; city lighting; metal ceilings; socket plaster board; metal lath; interior tile; Radford Architectural Co., Archt., Chicago; S. Boutin, Contr., Cape Girardeau. (See Machinery Wanted—Building Material; Metal Lath; Roofing; Flooring; Tile; Plaster Board; Copper Flashing; Brick.)

Tenn., Nashville.—Chas. Whitworth, 306 6th Ave., will erect 2 cottages on Wilson Ave.; cost, \$11,000; 1½ stories and basement; Donald W. Southgate, Archt., Presbyterian Bldg.; Fred Cansey, Contr., Franklin Rd.

Tex., San Antonio.—L. Racusin will erect \$12,000 brick bungalow at Laurel Heights; David A. Lown, Archt.; Shane & Dickey, Contrs.

Tex., San Antonio.—John Frost will remodel and erect addition to residence; cost \$46,500; Sanguinet & Staats, Archts.; Ed Oeffinger, Contr.

Tex., Sherman.—J. E. Ivins will erect \$12,000 residence; contract let.

W. Va., Bluefield.—M. J. Garry and Robt. Sheffy prepared plans for \$10,000 residence; 2 stories and basement; 26x40 ft.; T. J. Crews, Contr.

W. Va., Sutton.—Sutton Building Corp., B. B. Boggs, Prest., will erect 2 dwellings on Water St.; T. A. Flint, Contr., Frametown; plans to erect number of residences. (Lately noted.)

Hospitals, Sanitariums, Etc.

Ala., Selma.—Baptist Hospital Comm., Ernest Lamar and others, will erect Baptist Hospital; cost \$122,348; fireproof; Frank Lockwood, Archt.; Algernon Blair, Contr., both Montgomery; heating and plumbing about \$25,000. (Lately noted.)

N. C., Asheville.—Asheville Mission Hospital, W. Vance Brown, Chrmn. Advisory Board, will erect \$175,000 annex; 6 stories; 40x120 ft.; reinforced concrete; 20-year Barrett specification roofing; cement floors; hollow fireproof tile; metal doors; Warren Webster heating plant; conduit lighting; silent call system; push button elevators; W. H. Lord, Archt., 17 Church St.; Southern Ferro Concrete Co., Contr., Atlanta. (Lately noted.)

Okla., Bartlesville.—City, Ralph S. Cox, Clk. and Washington County Commrs., J. L. Lotz, Chrmn. Board, will erect \$150,000 hospital; 4 stories; 41x153 ft.; brick and concrete; Barrett roofing; terrazzo and tile floors; steam heat; Otis passenger elevator; hollow fireproof tile; ornamental terra cotta; Walton Everman, Archt., Bartlesville; Shallenberger Construction Co., Contr., Tulsa, Okla.; Sell-Orr Heating Co., Independence, Kans., heating and plumbing. (Lately noted.)

Tex., Lubbock.—West Texas Hospital will erect \$100,000 building; 3 stories; Henry T. Phelps, Archt., San Antonio; John Gelin, Contr., Lubbock. (Previously noted.)

Hotels.

Mo., Kirkwood.—W. J. Foss, Kirkwood Realty Co., will erect 4-story building for hotel and theater; 100x120 ft.; brick and concrete; cost \$150,000; Brubbs Bros., Contrs., 72½ Chestnut St., St. Louis.

N. C., New Bern.—Chas. E. Taylor will erect hotel; 3 stories; brick; cost \$30,000; Liston Mallard, Archt., Kinston; Lize Taylor, Contr.

Miscellaneous.

Ky., Louisville.—Clubhouse.—Bardstown Road Welfare Assn., Robt. Montgomery, Director, will erect \$75,000 community clubhouse at Bardstown Road and Stevens Ave.; 2 stories

and basement; auditorium to seat 600; dance hall on second floor; gymnasium, shower baths in basement; George Alt. Co., Archt.-Contr. (Previously noted.)

Railway Stations, Sheds, Etc.

W. Va., Logan.—Chesapeake & Ohio R. R., F. I. Cabell, Ch. Engr., Richmond, Va., will erect \$50,000 freight station; 160x30 ft., concrete, brick and steel; J. P. Pettyjohn & Co., Contrs., 212 8th St., Lynchburg, Va. (Lately noted.)

Schools.

Fla., Bonita Springs.—Lee County Board of Public Instruction will erect school; 1 story; 73x52 ft.; 3 rooms; brick; asphalt, slate surface shingle roof; wood floors; rolling partitions; Francis J. Kennard, Archt., Tampa. Address R. L. Welch, Contr., 208 Hendry St., Fort Myers. (See Machinery Wanted—Rolling Partitions.)

Ky., Louisville.—St. Paul's Church, Rev. Eugene Donohoe, Rector, 1022 S. Jackson St., will alter and erect addition to school; 2 stories; brick and stucco; Thos. J. Nolan, Archt., Courier-Journal Bldg.; Jno. Bott, Contr., 1006 Lampton St. (Lately noted.)

Md., College Park.—University of Maryland, Dr. A. F. Wood, Prest., will erect \$75,000 dormitory; 35x130 ft.; brick, hollow tile and concrete; fireproof; also 2 cottages to cost \$30,000; Flournoy & Flournoy, Archts., 306 St. Paul St.; Consolidated Engineering Co., Contr., Calvert Bldg., both Baltimore. (Lately noted.)

Mo., Fulton.—Westminster College, Dr. E. F. Reed, Prest., will construct \$125,000 gymnasium; 2 stories; 70x140 ft.; fireproof; brick, stone and reinforced concrete; Holmes & Flynn, Archts., 8 S. Dearborn St., Chicago; W. R. Odor, Contr., Fulton; erect \$5,000 swimming pool later. (Lately noted.)

Mo., Kansas City.—Kansas City National Training School for Deaconesses & Missionaries, Anna Neiderheiser, Prest., will erect building for gymnasium, departments of science, kindergarten and religious education; 3 stories and basement; 50x50 ft.; Shepard & Wiser, Archts., R. A. Long Bldg.; J. E. Taylor, Contr., Reliance Bldg. (Lately noted.)

Mo., Napton.—Board of Education, L. T. Stouffer, Secy., will erect \$20,000 school; 2 stories and basement; 64x80 ft.; Owen, Payson & Carswell, Archts., Interstate Bldg., Kansas City, Mo.; Ed. Page, Contr., Marshall.

Tenn., Morristown.—Board of Education, F. A. Witt, Chrmn., will erect \$20,000 graded school; 6 rooms and auditorium; brick; asbestos shingle and composition roof; wood floors; ventilating hot air fan blast system of heat, \$3,000; electric lights; Manley & Young, Archts., 814 W. Hill Ave., Knoxville; J. H. Mefford, Contr., Morristown; heating, Moncrief Furnace Co., Atlanta, Ga.; plumbing, Will Roddy; electric wiring, Bettes Electric Co., both Morristown. (Lately noted.)

Tex., Denton.—State Board of Control, S. B. Cowell, Chrmn., will complete gymnasium at College of Industrial Arts; Harrison Bros., Waco, Contrs. at \$65,833; heating, Universal Heating Co., Dallas, \$15,500; plumbing, Evers Co., Denton, \$8,500; wiring, Martin Wright, Dallas, \$2,042.

Tex. Electra.—Board of Education will erect 18-room ward school on S. Main St.; cost \$50,000; plumbing and wiring, \$10,000; equipment, \$15,000; J. E. Knott, Contr. (Lately noted.)

Va., Dungannon.—Floyd Dist. School Board will erect \$58,000 high school; 60x138 ft.; auditorium, 44x75 ft.; brick; metal roof; wood floors; H. Doriot, Archt.; Kingsolver & Huddle, Contrs., both Bristol. (Lately noted.)

W. Va., Fairmont.—Union Independent Dist. Board of Education, Harry Shaw, Prest., will erect school on Morgantown Ave.; 3 stories and

basement; 54x154 ft.; brick and hollow fireproof tile; composition and slate roof; corktile floors or linoleum over concrete; also hardwood floors; ventilators; wire glass; direct and indirect system of heating; consult system of lighting; cost \$100,000; Jones & Nuzum, Archts., 117 S. Main St.; J. M. Kisner & Bros., Contrs. (Lately noted.)

W. Va., Keystone.—Brown's Creek Dist. Board of Education will erect school; 2 stories; 60x110 ft.; brick; rock foundation; cost \$74,988; H. A. Lucas, Contr., Bluefield. (Lately noted.)

Stores.

Fla., Jacksonville.—D. Berkowitz will erect 3-story limestone business building on Laura St., between Bay and Forsyth St.; cost \$20,000; Mark & Sheftall, Archts.; George Hessler Co., Contr.

Fla., Jacksonville.—Buckman-Ulmer Building Co., Courtland Buckman, Prest., will erect store building on Duval St.; 108x80 ft.; brick; blue burnished tile copings; tile entrances; plate glass fronts; cost \$30,000; Marsh & Saxelby, Archts.; O. P. Woodcock, Contr.

Fla., West Palm Beach.—F. H. Glidden, Cleveland, O., is reported to erect building to contain stores, offices and hall; 3 stories; brick and tile; cost \$65,000; contract let.

Ga., Augusta.—S. H. Kress & Co. will expend \$10,000 to repair and erect addition to store; hollow fireproof tile; metal ceilings; metal doors; wire glass; H. C. Morrison, Contr., 112 8th St.

Ky., Whitesburg.—Sam Hart will erect store and office building; 2 stories; cost \$12,000; plans by owner; A. C. Brown, Contr.

Miss., Natchez.—Jno. Seiferth will erect store building on Franklin St.; 16½x75 ft.; pressed brick; H. C. Reed, Contr.

N. C., Asheville.—J. M. Cavaness will erect 10,000 store and office building; 2 stories;

N. C., Mebane.—J. T. Dick will erect store; 2 stories and basement; brick; 75 x90 ft.; Geo. W. Kane, Contr., Roxboro.

W. Va., Huntington.—O. L. Stanard Dry Goods Co. will erect building; 45x200 ft.; 6 stories and basement; brick; Arnold Co., Archt.—Contr., 104 S. LaSalle St., Chicago. (Lately noted.)

Theaters.

Fla., Orlando.—Braxton Beacham will erect \$100,000 theater; 2 stories; fireproof; brick and steel; seating capacity 1,200; Francis J. Kennard, Archt.; Jas. McGucken, Contr., both Tampa. (Lately noted.)

Fla., Winter Haven.—E. C. Bray will erect Kem-Carey Theater on Plant St.; brick; seating capacity 500; cost \$20,000; J. C. Hanner Co., Contr., Orlando.

Ky., Ashland.—U. S. G. Salyers and Thos. Mortan will erect moving picture theater; 2 stories and basement; 30x142 ft.; brick and stone; Albert Klein, Archt., Gaylord Bldg.

Tex., Corpus Christi.—J. Novy and M. Ginsburg, Dallas, will erect airdome for motion pictures on Chaparral St.; seating capacity 600.

W. Va., Charleston.—Washington Amusement Co., will erect theater; 2 stories; 40x150 ft.; brick, concrete and stone; terra cotta trim; cost \$100,000; W. E. Moore, Contr. (Lately noted.)

W. Va., Morgantown.—Geo. Comuntzis is reported to erect theater.

Warehouses.

Tenn., Nashville.—Board of Transportation Trustees, A. J. Dyer, Chrmn., will construct \$300,000 reinforced concrete river and rail terminal warehouse; Foster & Creighton Co., Contr.; Freeland Roberts, Engr. in charge, Independent Life Bldg.

In writing to the parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

This information is printed free and these columns are open for the publication of "Wants" of every kind relating to machinery, proposals or supplies.

Acid Extracting Equipment.—T. M. Nunn Furniture Co., 126 E. Campbell Ave., Roanoke, Va.—To correspond with mfrs. of equipment to extract acid from chestnut wood and oak bark.

Asbestos (Powdered).—Jno. W. Jackson, Palmetto, Fla.—Names and addresses mfrs. who grind asbestos.

Asphalt Mining Machinery.—Oklahoma Asphalt & Refining Co., J. T. Paschal, Mgr., Charlotte, N. C., Steam jacketed asphalt separators; crushers for crude asphalt; cooking vats with oil burner attachments, etc.

Barrels (Steel).—Quartermaster's Dept., Marine Corps., Washington, D. C.—Bids until May 18 to furnish 3,000 galvanized I. C. C. steel barrels, 55-gal. capacity; delivery U. S. Marine Corps., Hampton Roads, Va.; Sch. 461; plans on file.

Boiler.—Dept. of Agricultural, Washington, D. C.—Bids until May 20 to furnish and install 300 H. P. water tube boiler in Dept. power plant; plans with Chrmn. Board of Awards, Dept. of Agricultural.

Boiler.—Oklahoma Asphalt & Refining Co., J. T. Paschal, Mgr., Charlotte, N. C., 500 H. P. boiler.

Boilers.—Herfurth Engine & Machinery Co., Duke St., Alexandria Va., 2 second-hand 125 or 150 H. P. Erie City boilers, economic return flue type.

Boilers.—J. R. Wallace, Jackson, Ala., two boilers for 50,000 ft. capacity saw and planing mill.

Boilers.—L. M. Slaughter, Mgr., Beckley Steam Laundry, Beckley, W. Va.—Boilers for laundry plant.

Box Machinery.—Sapero Box Co., Albert Sapero, 2601 Boston St., Baltimore, Md.—Bids until May 15; box mchy., planers, band resaw, tongue-groovers, nailing machines, etc.

Brick.—S. C. Taylor, Cleveland, Miss.—See Building Material.

Brick.—S. Boutin, Cape Girardeau, Mo.—See Building Material.

Bridge Construction.—Howell County Court, West Plains, Mo.—Bids until May 14 to construct bridges and roads; \$500,000 available.

Bridge Construction.—Nueces County, F. A. Tompkins, County Auditor, Corpus Christi, Tex.—Bids until May 13 to build concrete bridges; 206,000 lbs. reinforcing steel; specifications from O. N. Powell, County Engr.

Brushes and Brooms.—Quartermaster's Dept., Marine Corps., Washington, D. C.—Bids until May 13 to furnish 20,000 corn brooms; 2,000 pavement brooms; 600 whisk brooms; 600 dust brushes; 800 fitch brushes; 1,000 floor brushes; 400 kalsomine brushes; 200 marking brushes; 500 nail brushes; 3,900 paint brushes; 100 painter's dust brushes; 800 painter's wall brushes; 2,000 target paste brushes; 400 hair brushes and 500 feather dusters; delivery U. S. Marine Corps., Philadelphia, Pa.; Sch. 454; plans on file or with Depot Quartermaster, Philadelphia, Pa.

Building Material.—J. Rice Scott & Co., Inc., Rutherford Bldg., El Dorado, Ark.—Catalogs on all kinds of building material.

Building Material.—S. C. Taylor, Cleveland, Miss.—Prices on brick and lumber for \$10,000 residence.

Building Materials, etc.—Essential Oil Specialists Co., Box 6558, Philadelphia, Pa.—

Second-hand building material and equipment including fabricated steel, lumber, etc.

Building Material.—M. F. Normoyle & Sons, American National Bank Bldg., Roanoke, Va.—Interested in prices of building materials.

Building Material.—Sherman Rowles Realty Co., W. H. Franklin, Prest., St. Petersburg, Fla.—Catalogues on hollow fireproof and interior tile, hardwood floors, ornamental terra cotta, steel cash and trim, for \$15,000 residence.

Building Material.—S. Boutin, Cape Girardeau, Mo.—Prices on metal lath, socket plaster board, tile roofing, quarry and interior tile, oak flooring; copper flashing, face brick.

Cars.—Lewter F. Hobbs, Box 483, Norfolk, Va.—Fifteen 3 or 4-yd end dump or revolving cars, 36 gauge.

Carton Making and Fluing Machines.—See Laboratory Equipment.

Cleaning and Polishing Materials.—Quartermaster's Dept., Marine Corps., Washington, D. C.—Bids until May 17 to furnish 1,000 cans blanco white, 40,000 cakes glass polish, 50,000 pks. 4 oz. oakite cleanser, 40,000 cans lye, 5,000 cans metal polish, 100,000 pks. soap powder, 5,000 cakes hand sapolio, 1,200 lbs. castile soap, 100,000 cakes laundry soap, 1,000 cans saddle soap, and 20,000 lbs. toilet soap; Sch. 458; delivery U. S. Marine Corps., 1100 S. Broad St., Philadelphia, Pa.; plans on file or with Depot Quartermaster, Philadelphia.

Concrete Mixer (Loader Complete).—Sanitary & Drainage Coman., Charleston, S. C.—Bids until May 16 to furnish concrete mixer complete with loader.

Concrete Mixer.—See Road Building Machinery.

Conveying Machinery.—Fowl River Brick Co., 712 Van Antwerp Bldg., Mobile, Ala., Mchy. for handling and conveying clay.

Conveyor (Flour).—Clapp Bakery & Grocery Co., R. E. Clapp, Prest.-Treas., Frederick, Md.—Flour conveyor.

Copper Flashing.—S. Boutin, Cape Girardeau, Mo.—See Building Material.

Cord (Braided).—Southwestern Seating Co., 820 S. Presa St., San Antonio, Tex.—Name and address of mfr. of braided cord; trade marked Devonshire, suitable for use on window shades.

Cord (Knotting) Machinery.—Package & Baggage Tie Co., Fayetteville, Tenn.—To correspond with mfrs. of mchy. to cut cord in given lengths, at same time knot at one or both ends.

Crane.—See Engine and Crane.

Crane (Locomotive).—Lewter F. Hobbs, Box 483, Norfolk, Va.—Ten ton, 4 wheel standard gauge locomotive crane, single line 45 ft. boom.

Crane (Electric).—J. N. Chester Engrs., Union Bank Bldg., Pittsburgh, Pa.—Bids until May 24 on 20-ton electric crane.

Creamery.—Salisbury-Spencer Chamber of Commerce, T. D. Brown, Secy., Salisbury, N. C.—To correspond with parties interested in organizing creamery.

Crusher (Rock.) (See Road Building Equipment.)

Crushers.—See Asphalt Mining Machinery.

Culvert Construction.—City of Durham, N. C., M. E. Newsom, Mayor.—Bids until May 16 to construct concrete box culvert; plans, etc., from H. W. Kueffner, City Engr.; specifications provide for building 3 concrete box culverts, total length 200 ft. located on adjoining streets.

Drainage Construction.—Halifax Drainage

Dist., Volusia County Supvrs., Daytona, Fla.—Bids until May 23 to construct ditches or canals, clearing right of way, building concrete and wooden bridges, etc.; plans with C. M. Rogers, Chief Engr.

Drainage.—Muddy Creek Drainage Dist. Supvs., Homer Feurt, Secy., Gallatin, Mo.—Bids until May 19 to construct drainage system; 245,000 cu. yds. main ditch, 203,180 cu. yds. lateral ditches, 17,160 cu. yds. levees, etc.; Clark E. Jacoby Engineering Co., Engr., 523 Shukert Bldg., Kansas City, Mo.

Electric Plant.—Unionville Electric Light & Water Works, Frank Statton, official in charge, Unionville, Mo.—Bids until May 20 to construct electric plant; Henningson Engineering Co., Engr., Omaha, Neb.

Electric Plant Equipment.—City of New Haven, Mo.—Bids until May 20 to construct power house; install 30-H. P. Semi-Diesel fuel oil engine; 25 K. V. A., 3-phase A. C. generator with exciter and switchboard panel; Fuller & Beard, Engrs., Chemical Bldg., St. Louis, Mo.

Elevator.—(See Road Building Equipment.)

Emulsifiers.—See Laboratory Equipment.

Engine.—J. R. Wallace, Jackson, Ala.—Engine for 50,000 ft. capacity saw and planing mill.

Engine and Crane.—Oklahoma Asphalt & Refining Co., J. T. Paschal, Mgr., Charlotte, N. C., hoisting engine and crane for asphalt mining.

Engine (Fuel Oil).—A. G. Moffat, Secy., Sewerage & Water Board, Romm 401, Sewerage & Water Board Bldg., New Orleans, La.—Bids until June 21 to furnish, deliver and erect 200 H. P. fuel oil engine.

Engine (Hoisting).—Appalachian Marble Co., Knoxville, Tenn.—American hoisting engine with slewing device; 8½x10-in. double drum.

Engines.—L. M. Slaughter, Mgr., Beckley Steam Laundry, Beckley, W. Va.; Engines for laundry plant.

Fabricated Steel.—See Building Materials, etc.

Field Range Supplies.—Quartermaster's Dept., Marine Corps., Washington, D. C.—Bids until May 16 to furnish: 125 meat choppers; 500 dippers; 500 pepper dregdes; 500 salt dregdes; 500 sugar dregdes; 200 pierced ladles; 600 coal shovels; 200 flour sifters; 500 pot chains; delivery to U. S. Marine Corps, Philadelphia, Pa.; plans on file or with Depot Quartermaster, 1100 Broad St., Philadelphia; Sch. 463.

Filling and Closing Machines.—See Laboratory Equipment.

Flooring.—Sherman Rowles Realty Co., St. Petersburg, Fla.—See Building Material.

Flooring.—S. Boutin, Cape Girardeau, Mo.—See Building Material.

Furniture (Church).—C. A. Thomason, Cheraw, S. G.—Names and addresses mfrs. of church furniture.

Heating Plant.—Sherman Rowles Realty Co., W. H. Franklin, Prest., St. Petersburg, Fla.—Catalogues on heating plant for \$15,000 residence.

Joints (Extension).—Sanitary & Drainage Coman., Charleston, S. C.—Bids until May 16 to furnish 350 extension joints, 7x9-in. x18-ft.

Laboratory Equipment.—Diamond Spear Chemical Co., Clifton T. Spear, Prest.-Mgr., Box 378, Texarkana, Tex.—Filling and closing machines for powdered products, carton-making and gluing machines, emulsifiers, tablet machinery (rotary); etc.

In writing to the parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Laundry Equipment, etc.—L. M. Slaughter, Mgr., Beckley Steam Laundry, Beckley, W. Va.—Laundry equipment including water softener.

Lead, Varnish, etc.—Quartermaster's Dept., Marine Corps, Washington, D. C.—Bids until May 16 to furnish 500 gals. dryer, Japan; 1,000 lbs. lampblack; 5,000 lbs. dry red lead; 25,000 lbs. white lead in oil; 1,200 gals. boiled linseed oil; 1,000 gals. sperm oil; 500 gals. neats foot oil; 1,000 lbs. petroleum; 1,000 gals. orange shellac; 500 gals. white shellac; 2,000 gals. turpentine, and 1,000 gals. varnish; delivery U. S. Marine Corps, Philadelphia, Pa.; Sch. 456; plans on file or with Depot Quartermaster, Philadelphia, Pa.

Lumber.—S. C. Taylor, Cleveland, Miss.—See Building Material.

Lumber.—See Building Materials, etc.

Machine Shop.—Navy Dept., Bureau of Yards and Docks, Washington, D. C.—Bids until May 25 to construct 1 story 60x100-ft. machine shop at naval air station, Anacostia, D. C.; steel frame, concrete footings, timber piles, sheet metal roofing, etc.; Spec. 4389.

Maps (Lithographing and Printing).—Interior Dept., 18th and F. St., Washington, D. C.—Bids until May 26 for lithographing, printing and mounting 20,000 copies of General Land office map of United States for 1922; also lithographing and printing 3,000 copies public land states and insular possessions prepared in Gen. Land office for year ending June 30, 1922; information on application to Room 330, General Land office, Interior Dept. Bldg.

Meat Curing Plant.—Burke County Chamber of Commerce, W. W. Clark, Secy., Waynesboro, Ga.—Data and prices on construction of meat curing plant.

Mechanical Equipment.—Treasury Dept., Supvg. Archt.'s office, Washington, D. C.—Bids until May 23; mechanical equipment of Junior Medical Officers Quarters, U. S. Marine Hospital, Stapleton, N. Y.; plans on file or with Chief Engr., U. S. Custom House, New York City.

Metal Lath.—S. Boutin, Cape Girardeau, Mo.—See Building Material.

Miscellaneous Supplies.—Panama Canal, A. L. Flint, General Purchasing Officer, Washington, D. C.—Bids until May 25 to furnish: Steel rope; copper cable; electric range; dry batteries; dynamo meters; magnet wire; tractor and horse drawn mowing machines; fuses; commutator resurfacers; cable grips; motors; plumb receptacles; steel desk and cabinets; folding chairs; bed springs; valves; railing and floor fittings; bolts; drills; anvils; tackle blocks; solid tires; rubber gloves; hair; acetone asphalt shingles; lubricating oil; fire bricks; copying cloth; paperoid containers; office pins; pencils, etc. Blank forms and information (Circular 1448) on application to offices of: Janama Canal; Asst. Purchasing Agts., New York, New Orleans, Fort Mason, San Francisco; U. S. Engr. offices throughout country.

Motor.—Norton Broadway Machinery Co., Cincinnati, O.—75 H. P. rebuilt motor, 3 phase, 60 cycle, 220 or 440 volts; price and description; immediate delivery.

Moulders (Bakery), etc.—Clapp Bakery & Grocery Co., R. E. Clapp, Prest.-Treas., Frederick, Md.—Moulders and rounders.

New Orleans, La.—New or second-hand power press, brake and squaring shear 1/8 capacity, 6 to 10-ft. long; George Ohle Co., preferred.

Oil Refinery Material and Equipment.—J. Rice Scott & Co., El Dorado, Ark.—Catalogs on all materials used in construction oil refineries.

Paving.—City of Marietta, Okla., C. W. Cameron, Mayor.—Bids until May 5 for street paving; 22,360 sq. yds. paving; 16,210 lin. ft. curb; 16,400 lin. ft. gutter; 10,160 cu. yds.

excavation, etc.; specifications on file with City Clerk, and may be obtained from Henry Exall Elrod Co., Engr., Interurban Bldg., Dallas, Tex.

Paving.—City, Mat Miser, Commr. Streets and Sewers, Huntington, W. Va.—Bids until May 13 to pave Norway Ave. and 14th St.; plans, etc., with City Engr.

Paving.—City, J. W. Motte, Director Public Works, Savannah, Ga.—Bids until May 18 to pave Gordon, Taylor, Wayne, Harris, Perry, York and other streets; 43,000 yds.; plain concrete.

Paving.—City, T. O. S. Dibble, Secy. City Improvement Comn., Orangeburg, S. C.—Bids until May 17 to construct 15,000 sq. yds. cement sidewalks; plans, etc., with Edward Hawes, City Engr.

Paving Material.—Sanitary & Drainage Comn., Charleston, S. C.—Bids until May 16 to furnish 6,400 bbls. Portland cement; 2,000 cu. yds. sand; 4,000 cu. yds. gravel or crushed stone.

Paving.—Board of Awards, care City Register, Baltimore, Md.—Bids until May 25 to grade, curb and pave streets listed in Contracts 1860C and 1870C; sheet asphalt and granite block redressed and relaid on concrete base; 14,900 sq. yds. granite block redressed and relaid; 23,000 sq. yds. sheet asphalt; specifications, etc., from Paving Comn., 214 E. Lexington St.

Paving.—City, B. E. Hicks, Mayor, Jefferson, Tex.—Bids until May 19 to construct 18,000 sq. yds. paving; 6,000 lin. ft. curb and gutter; etc.; plans, etc., with Henry Exall Elrod Co., Consult. Engrs., 220 Interurban Bldg., Dallas, Tex.

Paving.—City, Geo. W. Therhen, City Clk., Wichita Falls, Tex.—Bids until May 16 to improve 6th, 15th, Elizabeth, Indiana and other streets; concrete; bitulithic, rock asphalt or asphalt concrete on broken stone, concrete or black base; 50,593 sq. yds. pavement; 20,695 lin. ft. curbs, etc.; plans, etc., with City Engr.

Pipe.—Miami Drilling Co., C. H. Helman, Prest., Duncan, Okla.—Prices on various sizes of pipe.

Pipe.—A. J. Wardrep, 912 Holston Bank Bldg., Knoxville, Tenn.—3,000 ft. of 3-in., 6,000 ft. of 2½-in. and 5,000 ft. of 2-in. black pipe; second-hand.

Pipe Fittings.—Mayor Wm. F. Broening, Prest. Board of Awards, Baltimore, Md.—Bids until May 11 to furnish and deliver brass service pipe fittings to water dept; plans, etc., from Wm. A. Megraw, Water Engr.

Piping (Suction and Discharge).—See Pumping Station Improvements.

Planer.—Board of Awards, care City Register, Baltimore, Md.—Bids until May 18 for furnishing planer to Highways Engineer Department; specifications, etc., from Highways Engr.

Plaster Board.—S. Boutin, Cape Girardeau, Mo.—See Building Material.

Plumbing.—Southwestern Louisiana Industrial Institute, H. J. Chatterton, Lafayette, La.—Bids until May 8 to furnish and install bath tubs, lavatories, sinks, etc., with galvanized pipe connections.

Plumbing Fixtures, etc.—Treasury Dept., Supvg. Archt.'s office, Washington, D. C.—Bids until May 18 to furnish plumbing fixtures and accessories for Infirmary Bldg., U. S. Public Health Service Sanatorium, Dawson Springs, Ky.; plans on file or with Supt. of Construction, Dawson Springs.

Plumbing.—Sherman Rowles Realty Co., W. H. Franklin, Prest., St. Petersburg, Fla.—Catalogues on plumbing for \$15,000 residence.

Pumping Station Improvements.—J. N. Chester, Engrs., Union Bank Bldg., Pittsburgh, Pa.—Bids until May 24 on pump station superstructure improvements; reinforced concrete grit chamber; pumping engine foundations and appurtenances, suction and discharge piping; valves and appurtenances; water proof lining for reservoir; removal of existing Worthington pumping engines.

Power House Equipment.—Treasury Dept., Supvg. Archt.'s office, Washington, D. C.—Bids until May 25; install complete mechanical equipment for power house at U. S. Public Health Service Sanatorium, Dawson Springs, Ky.; plans on file.

Pumps.—Oklahoma Asphalt & Refining Co., J. T. Paschal, Mgr., Charlotte, N. C.—Water pumps for asphalt mining.

Refining Equipment, etc.—J. Rice Scott & Co., Inc., Rutherford Bldg., El Dorado, Ark.—Catalogs on building materials and equipment for oil refineries.

Refrigerating Plant.—Burke County Chamber of Commerce, W. W. Clark, Secy., Waynesboro, Ga.—Data and prices on construction of refrigerating plant, etc.

Road Building Equipment.—Dade Co. Commrs., Miami, Fla.—Bids until May 10 on rock crusher, elevator, screen, dust

Road Building Machinery.—L. E. Thornton, Box 1632, Pensacola, Fla.—Road building mch. including concrete mixer, etc.

Road Construction.—Cabell County, E. E. Adkins, Prest. County Court, Huntington, W. Va.—Bids until June 1 to hard-surface and drain 2 mi. Barbourville and Salt Rock road; 2 mi. Seven Mile road; 2 mi. Wayne road; ¾ mi. Harvey-Town Wayne road; plans, etc., with County Clk., Jos. N. Doyle, Engr., 319½ Ninth St.

Road Construction.—Florence County Highway Comn., S. E. Phillips, Ex-Chrmn., Florence, S. C.—Bids until May 18 to complete road from Florence to Timmonsville and bridges; plans, etc., with Adams & Ervin, Engrs., Masonic Temple.

Road Construction.—Howell County Court, West Plains, Mo.—Bids until May 14 to construct roads and bridges; \$500,000 available.

Road Construction.—Highway Department, Board State Engrs., 322 Maison Blanche Annex, New Orleans, La.—Bids until May 24 to construct 11.53 mi. Oberline-Lake Charles and Oberline-Alexandria highway; Allen Parish; information on file.

Road Construction.—Dallas County, Chas. E. Gross, County Auditor, Dallas, Tex.—Bids until May 16 to construct Dallas-Cedar Hill road including grading, pavement foundation, pavement, bituminous surface treatment, etc.; plans, etc., with Nagle-Witt Rollins Engineering Co., Dist. Engrs.

Road Construction.—Fayette County, Eli J. Taylor, Prest. County Court, Fayetteville, W. Va.—Bids until June 6 to grade 3 sections county road from Quinimont to Stone Cliff; 12.5 mi.; information from J. K. McGrath, Road Engr.

Road Construction.—Denton County, W. E. Durbin, County Auditor, Denton, Tex.—Bids until May 17 to construct 52 mi. gravel roads; plans, etc., with County Engrs.

Road Construction.—DeKalb County, L. Y. T. Nash, Commr. Roads and Revenues, Decatur, Ga.—Bids until May 17 to surface Decatur-Lithonia road, State Aid Project S-5-1; 4.91 mi. machine grading; 11,519 cu. yds. gravel surfacing, etc.; plans, etc., on file at Decatur and with State Highway Dept., Walton Bldg., Atlanta, Ga.

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Road Construction.—Kanawha County, R. N. Moulton, County Clk., Charleston, W. Va. Bids until May 12 to construct 3 mi. Cabin Creek to Ronda Rd., Section 11; 3 mi. Ronda to Giles Rd., Section 12; 3 mi. Ohley to Lee-wood Rd., Section 14; plans, etc., with P. J. Walsh.

Road Construction.—Collins County, T. O. Murray, County Judge, McKinney, Tex.—Bids until May 10 to surface 6.45 mi. road, Contract No. 14; 4.2 mi. road, Contract No. 15; plans from F. W. Cawthon, County Engr.

Road Construction.—Collins County, T. O. Murray, County Judge, McKinney, Tex.—Bids until May 10 to surface 8.08 mi. road, Contract No. 13; plans from F. W. Cawthon, County Engr.

Road Construction.—Highway Dept. Board State Engrs., 332 Maison Blanche Annex, New Orleans, La.—Bids until May 10 to construct 13.62 mi. Baton Rouge-Burtville Highway; 7.50 mi. Baton Rouge-Highland Highway; East Baton Rouge Parish; information on file.

Road Construction.—State Roads Comsn., 601 Garrett Bldg., Baltimore, Md.—Bids until May 17 to construct 2 mi. State Highway from State road near Cotoclin bridge toward Myersville; concrete; Frederick County, Contract F-42; plans, etc., on file.

Road Construction.—State Roads Comsn., 601 Garrett Bldg., Baltimore, Md.—Bids until May 17 to construct 1.4 mi. State Highway from Morantown to Allegany; macadam resurfacing penetration method; Allegany County, Contract A-18; plans, etc., on file.

Road Construction.—State Roads Comsn., 601 Garrett Bldg., Baltimore, Md.—Bids until May 17 to construct 2 mi. State Highway from end of Livingston road toward Broad Creek; gravel; Prince George's County, Contract P-25; plans, etc., on file.

Road Construction.—State Roads Comsn., 601 Garrett Bldg., Baltimore, Md.—Bids until May 17 to construct 1.5 mi. State Highway from Longs Schoolhouse toward Hillsboro; concrete; Caroline County, Contract CO-25; 2 mi. State Highway from Ridgely toward Bridgetown; concrete; Caroline County, Contract CO-26; plans, etc., on file.

Road Construction.—State Roads Comsn., 601 Garrett Bldg., Baltimore, Md.—Bids until May 17 to construct .7 mi. State Highway from N. Y. P. & N. R. R. to Pocomoke River; concrete; Somerset County, Contract S-10A; plans, etc., on file.

Roofing.—S. Boutin, Cape Girardeau, Mo.—See Building Material.

Road Rollers.—John G. Duncan Co., Jackson and Central Sts., Knoxville, Tenn.—Dealers prices on rebuilt steam and kerosene rollers; second-hand.

Rolling Partitions.—R. L. Welch, 208 Hendry St., Fort Myers, Fla.—Rolling partitions for school building.

School Equipment.—J. C. Townsend, Clerk, Board of Education, McLoud, Okla.—Equipment for high school and all grades; accomodate 350 pupils.

School Equipment.—L. A. Averett, Clerk, Goodwell School Dist., Goodwell, Okla.—Prices on school equipment.

Screen. (See Road Building Equipment.)

Sewers.—City of Newberry, S. C., H. W. Schumpert, Supt. of Public Works.—Bids until May 18 to extend sewer system; install 14,000 ft. 8-in. pipe, with necessary Y branches, 46 manholes and 9 flush tanks; plans, etc., on file and with Sanders & Sweeny, Const. Engrs., Anderson, S. C.

Sewers.—City of Seneca, S. C., W. F. Austin, Chrmn. Board of Public Works.—Bids until May 11 to construct 6 mi. b to 12-in. terra cotta pipe sewers and disposal plant; H. S.

Jaudon Engineering Co., Const. Engr., Box 582, Elberton, Ga.

Shear.—Orleans Steel Products Co., Box 274, Shovel.—Lewter F. Hobbs, Box 483, Norfolk, Va.—No. 3 Keystone shovel with ditcher scoop.

Steel Sash and Trim.—Sherman Rowles Realty Co., St. Petersburg, Fla.—See Building Material.

Steel Derrick.—Appalachian Marble Co., Knoxville, Tenn.—115 ft. mast, 100 ft. boom, 40-ton capacity steel derrick.

Steel Sheets.—Quartermaster's Dept., Marine Corps., Washington, D. C.—Bids until May 19 to furnish 3,680 galvanized steel sheets, delivery U. S. Marine Corps, Philadelphia, Pa.; Sch. 462.

Tablet Machinery (Rotary).—See Laboratory Equipment.

Tanks.—Oklahoma Asphalt & Refining Co., J. T. Paschal, Mgr., Charlotte, N. C. Water tanks, etc., for asphalt mining.

Tractor (Road). (See Road Building Equipment.)

Terra Cotta.—Sherman Rowles Realty Co., St. Petersburg, Fla.—See Building Material.

Textile Mill Supplies.—Southern Ribbon Co., Carl K. Stonebraker, Treas.-Mgr., Hagerstown, Md.—Textile mill supplies.

Tile.—Sherman Rowles Realty Co., St. Petersburg, Fla.—See Building Material.

Tile.—S. Boutin, Cape Girardeau, Mo.—See Building Material.

Tongs (Carrying).—General Supply Co., Magnolia, Miss.—Brick carrying tongs for contractor's use.

Unloading Equipment.—Southern Construction Co., Box 1174, Dallas, Tex.—Equipment for unloading gravel from cars to trucks.

Valves, etc.—See Pumping Station Improvements.

Vats (Cooking).—See Asphalt Mining Machinery.

Water Softener.—See Laundry Equipment, etc.

Water Works.—Unionville Electric Light & Water Works, Frank Statton, official in charge, Unionville, Mo.—Bids until May 20 to construct water works; Henningson Engineering Co., Engr., Omaha, Neb.

Water Works.—Alabama State Board of Control, C. B. Rogers, Chrmn., Montgomery, Ala.—Bids until May 29 to install complete water supply at prison now building near city; plans, etc., on file.

Water Works.—City of Nashville, Tenn., Wm. Gupton, Mayor.—Bids until May 24 to construct reinforced concrete grit chamber, 20-ton electric crane, pump station superstructure improvements, pumping engine foundations and appurtenances, suction and discharge piping, valves and appurtenances and water-proof lining for reservoir; specifications, etc., from J. W. Dashiell, City Clk., or J. N. Chester, Engr., Pittsburgh, Pa.

Water Works.—City of New Haven, Mo.—Bids until May 20 to install 75 G. P. M. motor driven turbine pump for 260 ft. total head; alternate on double-acting deep well pumping unit for 50 G. P. M.; Fuller & Beard, Engrs., Chemical Bldg., St. Louis, Mo.

Water Works.—City of Brunswick, Md., Edw. C. Shafer, Mayor; Bids until June 7 to construct ½ mi. water-works extension; plans, etc., on file and with Emory C. Crum, City Engr.

Water Works.—City of Seneca, S. C., W. F. Austin, Chrmn. Board of Public Works.—Bids until May 11 to construct 1,000,000-gal. brick-concrete foundation plant; install 3 motor-driven centrifugal pumps; erect reinforced

concrete reservoir; H. S. Jaudon Engineering Co., Const. Engrs., Box 582, Elberton, Ga.

Woodworking Machinery.—John C. Webb & Sons, Demopolis, Ala.—8 ft. right hand band saw rig; 42-in. edger; second-hand; dealers prices.

Woodworking Machinery.—Roux Crate Co., Bartow, Fla.—Mchy. for plant with daily capacity of 25,000 ft. lumber and 6,000 crates.

Wrapping Machinery.—Clapp Bakery & Grocery Co., R. E. Clapp, Prest.-Treas., Frederick, Md.—Wrapping Machinery.

Financial News

New Financial Corporations.

Fla., Miami.—Peoples' Mortgage & Loan Co., capital \$250,000, inceptd. with C. Howard Morris, Prest.; Frank Van Anden, V. P.; William R. Eck, Treas.

Md., Baltimore.—Peoples Home Building Co., 214 American Bldg., capital 100,000; inceptd. by Geo. L. McGee, Minnie E. McGee, Lester I. Nutter.

Md., Baltimore.—Majestic Building & Loan Assn., 644 Equitable Bldg., capital \$500,000; inceptd. by Wm. A. Leibowitz, Gustav Leibowitz, Benj. Kolker.

Mo., St. Louis.—Imperial Trust Co., capital \$500,000 will organize with Edmond Koeln, Prest.

N. C., Farmville.—Farmville Bank Building Co., capital \$150,000; inceptd. with R. L. Davis, J. R. Davis, J. I. Morgan.

Okla., Duncan.—Duncan Building & Loan Assn., capital \$200,000; inceptd. by G. L. Wilson, J. B. Hines, R. H. Brown.

Okla., Holdenville.—Holdenville Building & Loan Assn., capital \$100,000; inceptd. by C. O. Lucas, J. W. Lowe, S. W. Campbell.

Okla., Okmulgee.—Union National Bank, capital \$100,000 organized with H. B. Ernest, Prest.; H. G. Zike, Cashr.

S. C., Georgetown.—Own-a-Home Building & Loan Assn., capital \$30,000; organized with T. Q. Jones, Prest.; Erwin James, V.-P.; B. Anderson, Secy.-Treas.

Tex., Mexia.—Mexia Building & Loan Assn., capital \$1,000,000, organized with D. Leon Harp, Prest.; Blake Smith, V.-P.; A. H. Berry, Treas.

Tex., Wichita Falls.—Wichita Falls Building Assn., capital \$1,000,000; inceptd. with C. W. Reid, C. H. Reid, N. H. Martin.

Va., Richmond.—Homestead Building & Loan Assn., capital \$300,000; organized with R. B. Sampson, Prest.; T. C. Erwin, Secy.

New Securities.

Ala., Anniston.—Schol.—Sold \$250,000 of 5 per cent semi-annual school bonds, dated Feb. 1, 1921, to Steiner Bros., Birmingham, Ala.; H. B. Rudisill, Mayor. (Lately noted inviting bids.)

Ala., Mobile.—Road.—Mobile County voted \$250,000 road bonds. Address Board of Revenue. (Lately noted to vote.)

Ala., Montgomery.—Streets.—Will sell \$42,000 bonds to improve and pave streets; W. A. Gunter, Jr., Mayor.

Ala., Tuscaloosa.—Road and Bridge.—Tuscaloosa County voted \$75,000 bridge and \$75,000 road bonds; Wm. W. Brandon, County Judge. (Lately noted.)

Ala., Tuscaloosa.—Road.—Tuscaloosa County

In writing to the parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

will receive bids until May 30 on \$50,000 Byler road bonds; 6 per cent semi-annual \$1,000 denomination bonds, dated June 1, 1921; Wm. W. Brandon, County Judge.

Ala., Tusculumbia.—Road.—Colbert County may vote on \$200,000 road bonds. Address County Commrs.

Ala., Tusculumbia.—Colbert County will vote on \$200,000 road bonds. Address County Commrs.

Fla., Daytona Beach.—Municipal Improvement.—Will receive bids until May 23 on \$30,000 of 6 per cent semi-annual \$500 denomination bonds, dated June 1, 1921. (Lately noted voting bonds.)

Fla., Marianna.—Street.—Will vote on \$40,000 street bonds. Address The Mayor.

Fla., Miami.—Bridge.—Will vote on \$110,000 bridge bonds. Address The Mayor.

Ga., Carnesville.—School.—Voted school bonds. Address Board of Education.

La., Haynesville.—Water.—City plans voting on \$50,000 water bonds. Address The Mayor.

La., Mandeville.—Sea Wall, etc.—Will complete construction of sea wall and hard surfaced roads; vote May 25th on \$32,000 bonds. Address The Mayor.

Mid., Oxford.—Electric.—Will receive bids until May 18 on \$15,000 of 5½ per cent electric bonds; Fletcher Banks, Commr.

Miss., Grenada.—Road.—Grenada County sold \$300,000 road bonds; 6 per cent \$1,000 denomination bonds of Supvrs. Dist. 1, 2, 3 and 4; J. B. Keeton, Clk. County Supvrs. (Lately noted inviting bids.)

Miss., Greenwood.—Drainage.—Big Sand Drainage Dist. of Leflore and Carroll Counties will receive bids until May 25 on \$80,000 of drainage bonds. Address E. L. Mounger, Attorney.

Miss., Laurel.—Bids until May 23 for \$100,000 6 per cent semi-annual 14 2-3 year school bonds off G. L. Lightsey, City Clerk.

Miss., Moss Point.—Road.—Jackson County voted \$95,000 bonds of Supvrs. Dist. No. 2; Wm. D. Bullard, Election Commr. (Lately noted to vote.)

Mo., New Madrid.—Water.—Will vote on \$25,000 water bonds; A. C. Moore, Engr., 220 Independent Bldg., Joplin, Mo.

Mo., Ozark.—School.—Voted \$45,000 school bonds. Address Board of Education.

Mo., Ozark.—School.—Will invite bids on \$45,000 school bonds. Address Board of Education. (Lately noted to vote.)

Mo., Unionville.—Water and Light.—Will issue \$82,000 6 per cent. water and light bonds; \$500 denomination; maturity, 1941. 5-year redemption privilege; bids opened May 6; Frank Statton, official in charge. (Lately noted to have voted bonds.)

N. C., Elizabeth City.—School.—Will receive bids until May 28 on \$140,000 of 5 per cent semi-annual school bonds; E. F. Aydtlett, Chrmn. Trustees. (Lately noted voting bonds.)

N. C., Salisbury.—Road and Bridge.—Rowan County will receive bids until May 14 on \$400,000 of 6 per cent semi-annual \$1,000 denomination road and bridge bonds, dated May 15, 1921; Max L. Barker, Clk. County Commrs.

N. C., Windsor.—School.—Mars Hill School Dist. voted school bonds. Address County Board of Education.

Okla., Paden.—Electric.—Voted \$8,200 electric bonds. Address The Mayor.

Okla., Tulsa.—Water, Sewer and Incinerator.—Voted \$875,000 bonds including \$600,000 sewer, \$225,000 water and \$50,000 incinerator; T. D. Evans, Mayor. (Lately noted to vote.)

Okla., Weleetka.—Electric.—Will vote in May on \$185,000 electric bonds; L. T. Newton, City Clk.

S. C., Barnwell.—Water, Sewer and Paving.—Will receive bids until May 27 on \$110,000 of 6 per cent semi-annual bonds, dated May 1, 1921, including \$45,000 water, \$40,000 sewer and \$25,000 paving; Jas. Julien Bush, Chrmn. Commrs. Public Works.

S. C., Fort Mill.—Road.—Will vote in June on \$75,000 of 6 per cent 20-yr. road bonds. Address York County Commrs., York, S. C.

S. C., Greenville.—School.—Greenville County.—Will vote on \$12,000 to \$15,000 school bonds of City View; M. C. Barton, County Supt. Education.

S. C., Greenwood.—State Bank of Greenwood, capital \$100,000; organized with H. M. Graham, Prest.; W. J. R. Kennerley, V.-P.; A. McD. Singleton, Secy-Treas.

S. C., Laurens.—Water, Sewer, Light and Street.—Will vote on \$125,000 bonds including \$60,000 water and \$65,000 street, light and sewer bonds. Address The Mayor.

S. C., Ridgeway.—Ridgeway Savings Assn., capital \$30,000; organized with R. C. Thomas, Prest.; W. B. Kennedy, V.-P.; H. A. Moore, Secy-Treas.

S. C., Winnsboro.—Mt. Zion School Dist. No. 14 will receive bids until May 20 on \$100,000 of 6 per cent semi-annual 20-yr. school bonds; W. D. Douglas, Chrmn. Board Trustees.

Tenn., Athens.—Street and General Improvement.—Will receive bids until May 16 on \$60,000 of 6 per cent semi-annual \$500 denomination street bonds and \$30,000 of 6 per cent semi-annual \$500 denomination general improvement bonds off R. P. Knight, Mayor. (Lately noted.)

Tenn., Cleveland.—School.—Bradley County will receive bids until May 14 on \$95,000 of 5½, 5¾ or 6 per cent semi-annual 20-yr. school bonds; Joe Johnson, Chrmn. County Court.

Tenn., Columbia.—School.—Maury county will receive bids until June 1 on \$100,000 of 6 per cent semi-annual school bonds; W. C. Whitthorne, County Judge.

Tenn., Columbia.—School.—Will receive bids until June 1 on \$100,000 school bonds; \$1,000 denomination; 6 per cent; total amount to be issued \$129,000; 1-3 to mature in 5 years, 1-3 in 10 years and 1-3 in 15 years; John P. Graham, County Supt. Schools. (Lately noted.)

Tenn., Newport.—Road.—Coke County will issue \$300,000 road bonds. Address County Court. (Lately noted.)

Tex., Clarksville.—Street.—Will vote May 10 on \$50,000 street bonds. Address The Mayor.

Tex., Lufkin.—School.—May vote on \$50,000 school bonds; I. A. Coston, Supt. Schools.

Tex., Mt. Pleasant.—School.—Plans voting on \$25,000 school bonds. Address The Mayor.

Tex., Atlanta.—School.—Voted \$65,000 school bonds. Address Board of Education.

Tex., Bryan.—Road.—Brozos County will vote May 31 on \$1,500,000 road bonds. Address County Commrs.

Tex., Clarksville.—Road.—Red River County will sell \$348,000 road bonds. Address County Commrs.

Te., Corpus Christi.—Seawall.—Nueces County plans \$2,000,000 seawall bonds. Address County Commrs.

Tex., Edinburg.—Electric and Water.—Will issue \$100,000 electric and water bonds. Address The Mayor.

Tex., Electra.—School.—Harrold Public School Dist. voted \$15,000 school bonds. Address Board of Education.

Tex., El Paso.—City plans \$800,000 school bonds. Address The Mayor.

Tex., Franklin.—Attorney General's Dept., Austin, Tex., approved \$35,000 Road Dist. No. 5 bonds. Robertson County; Lamar Acker, County Engr., Nacogdoches, Tex.

Tex., Farmersville.—Sewer and Water.—Voted \$100,000 water and sewer bonds. Address The Mayor. (Lately noted to vote.)

Tex., Hamlin.—Sewer and Water.—Voted \$65,000 sewer and \$35,000 water bonds. Address The Mayor.

Tex., Handley.—School.—Voted on \$50,000 school bonds. Address The Mayor.

Tex., Hondo.—Road.—Medina County will receive bids until May 11 on \$365,000 of 5½ per cent semi-annual 6-29-yr. serial road bonds; R. J. Noonan, County Judge.

Tex., Palestine.—Street.—Will receive bids on \$250,000 of 5½ per cent paving bonds; A. L. Bowers, Mayor.

Tex., Port Arthur.—School.—Port Arthur Independent School Dist. sold \$23,000 of 5 per cent \$1,000 denomination school bonds, dated Aug. 1, 1919. Address Dist. School Trustees.

Tex., Rocksprings.—School.—Voted \$18,000 school bonds. Address Board of Education.

Tex., Throckmorton.—Water.—Voted \$20,000 water bonds. Address The Mayor.

Va., Portsmouth.—Drainage.—Norfolk County Draining Dist. No. 1 sold \$233,756 bonds to Schoellkopf, Hutton & Pomeroy, Buffalo, N. Y., at \$198,000 and accrued interest; John G. Wallace, Jr., Chrmn. (Previously noted.)

W. Va., Romney.—Courthouse.—Hampshire County will vote May 28 on \$40,000 of 20-yr. courthouse bonds. Address County Court. (Lately noted defeating bonds.)

W. Va., Welch.—School.—McDowell County voted \$90,000 of \$1,000 denomination bonds of Northfork Dist., dated July 1, 1921; W. Paul Worley, Secy. (Lately noted to vote.)

Financial Notes.

Farmers State Bank, Lahoma, Okla., increases capital from \$10,000 to \$15,000.

Poplar Bluff Loan Building Assn., Poplar Bluff, Mo., increases capital from \$1,000,000 to \$2,000,000.

Peoples Savings & Loan Assn., Bartlesville, Okla., increases capital from \$1,000,000 to \$2,000,000.

A New Idea on Construction.

The Cooley & Marvin Co., 15 Ashburton Place, Ford Building, Boston 9, Mass., has issued a booklet entitled "When You Build, How Shall It Be Done?" To this is appended the reply: "By the Cooley & Marvin, Industrial Method." The contents of the book display by means of adequate descriptions and appropriate illustrations the logical development of this system of planning and construction. The company say: "It is our policy, before attempting to design a building or plant, to carefully study the manufacturing operations and shop practice and evolve the most direct and economical procedure and equipment for the various processes. Then we design a building into which these processes will most readily fit, with the result that manufacturing economy is assisted rather than hindered, as is so often the case in buildings not properly fitted to the manufacturing operations for which they are designed." This is the keynote of the book which is issued as presenting "A new idea on principles of scientific construction." Besides this engineering and construction work the company also undertake constructive accounting and auditing in all of their branches.

In writing to the parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery, or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers or subscribers or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

Change of Name.

The name of the Lucius Manufacturing Company, of Canton, Ohio, has been changed to Canton Tank and Manufacturing Company, and the business of building steel truck bodies and storage tanks and making steel cases and containers of all kinds of fabricated steel welded products is being continued as formerly.

Two More Branch Offices.

The Power Specialty Company, of New York, manufacturers of Foster superheaters, economizers and oil stills, have opened additional offices in Kansas City, Mo., at 512 Reliance Building, and in Dallas, Tex., at 628 Linz Building. The Kansas City office is under the charge of William F. Myer, who has been with the company a great many years and who for the last two years has been attached to the Chicago sales office. The Dallas office is under the charge of M. W. Brown.

Electric Furnace Plant to be Enlarged.

The Kyva Ferro-Manganese Corporation, of Winchester, Ky., have taken over the electric furnace of the Tennessee Manganese Company at Cleveland, Tenn., and have begun operations in the production of ferro-silicon, spiegeleisen and ferro-manganese. This work is being conducted in connection with their manganese mining industry in Smyth County, Va. The capacity of the furnace is 10 tons a day and this is expected to be enlarged very soon. William L. Hogg, consulting engineer, of Waynesboro, Va., is in charge.

A Paint of Distinctive Features.

The Blenio Process paint which, it is stated, was approved and used by the United States Government for the San Francisco Exposition in 1915, is now being manufactured and sold commercially by the Blenio Paint Manufacturing Company, 334 Fourth Avenue, New York City. For certain kinds of work this paint possesses several distinctive advantages, and the manufacturers furthermore claim that it also effects a saving of from 50 to 75 per cent on the cost of painting jobs and with complete efficiency and satisfaction. A circular issued by the manufacturers technically describes the paint in detail and it is said to meet a long felt want in the paint world.

Synchronous Motors.

Sundry new and patented features have been worked out and are incorporated in the new synchronous motors manufactured by the Ideal Electric & Manufacturing Co., Mansfield, Ohio, in addition to their regular line of direct current and alternating current apparatus. Results of experience and the need of a self-starting synchronous motor which will start and pull into step while carrying a heavy load, were responsible for their development. These machines are built unusually strong, with well designed ventilation, the electrical features, it is stated, being such as to insure the highest efficiency without sacri-

ficing material or going to high temperature limits. An entirely new feature is the squirrel cage winding construction, combining simplicity with ruggedness, and—considered from an electrical point of view, it is remarked—the most desirable combination to obtain the best results for starting and pull-in torque, with economical intake from the line. By using this winding it is possible to have good starting torque without in any way lessening good pull-in characteristics. A very important feature is the collector ring construction in which there are no exposed revolving leads or wires; the leads from the field coils to the collector rings are carried on the inside of the collector ring housing. An enclosed brush holder, also patented and of grease cup construction, harmonizes with this and gives the motor distinct safety and simplicity. To accommodate increased production the company have just recently erected a new factory at Mansfield.

Change of Business Connection.

John J. Swan has become associated with the Engineering Business Exchange of New York City, and has removed there from Indianapolis, after leaving the Prest-O-Lite Company, with which he has held a position for the last two years. He graduated at Cornell University, Class of 1897, and became an editor on the Engineering News, later holding important engineering and executive positions with well-known industries, including the Ingersoll-Rand Co., Longmead Iron Co., Chicago Pneumatic Tool Co., Keller Manufacturing Co., and the American Arms Corporation. During the war Mr. Swan was in the Adjutant General's office as a member of the committee having charge of the classification of personnel of the army. He was commissioned a Lieutenant Colonel and was assigned to the operations division of the General Staff, receiving the thanks of the Secretary of War for his services.

Roller Finishing of Concrete Roads, Etc.

Finishing concrete roads and sidewalks by the roller process is steadily growing in favor according to reports to the Macon Concrete Roller Company, of Macon, Ga., who also remark that the discovery of this method of finishing was made by W. L. Ashmore, Superintendent of Paving in Macon, who, with the assistance of W. T. Morgan, originated the idea and developed it. The roller produces a smooth surface, squeezes out surplus water and makes the concrete a firm mass, compact and free from voids. It not only forces out water and air pockets, but drives the coarser material below the surface, floats the finer particles to the top and leaves a smooth finish. It is explained that concrete to be workable must be very wet, but unless this excess of water is finally removed the strength of the completed concrete is lessened. Consequently, when the excess of fluid is driven out of the mass the concrete possesses its full strength. Statements from two sources of authority aver that slaps finished by the roller process have showed a strength about 20 per cent greater as

compared with other processes used in conducting this experiment. The rollers are made in suitable sizes for road work, street paving, sidewalk construction, etc. Split rollers are made for sectional joints and rollers of special construction are provided for finishing between car tracks, these latter also making grooves for the flanges of the car wheels to run in. Furthermore, it is observed that the roller process finishes work faster and it can be done by ordinary laborers. Besides, it does not require bridging and is economical.

A New High Power Tractor.

The Holt Manufacturing Co., of Peoria, Ill., and Stockton, Calif., announce their new Western 10-ton "Caterpillar" tractor, which it is stated, establishes a higher standard of tractor design and performance. It has been planned along the same lines as the 10-ton Holt tractor extensively used by the U. S. Government during the war, but is particularly adapted to meet severe conditions of power farming. The motor develops, it is stated, more than 60 horsepower and the drawbar rating is 38 horsepower. The machine may also be used for high power work in orchards, for logging and for road work. The spring arrangement is such as to make the tractor run easily and to lengthen its life.

Valuable Boiler Improvements.

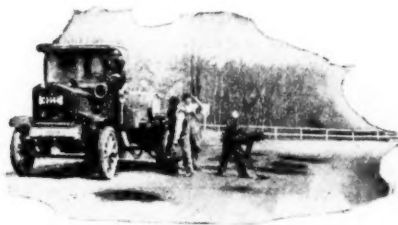
A very important modification of steam boilers, bearing upon the economical operation of various plants requiring power, has been accomplished by the Babcock & Wilcox Company, 85 Liberty St., New York, in redesigning and reclassifying their Stirling water tube boilers so that purchasers and users of them will reap decided benefits. In the new design all of the steam drums are put on the same level and steam is taken from the rear one of these drums, which is protected by a baffle carried on the front tube of the rear bank that is expanded into the center drum. Then the tubes are arranged circumferentially on the mud drum so as to give a larger superheater chamber. Next, in cases where stoker-firing is done, the front boiler wall is carried on supports which are part of the standard boiler equipment, excepting when the stoker is of a design that allows it to carry the front wall. This permits the wall to be constructed so that repairs may be made without taking down all of it. Moreover, when size makes it advisable to do so, bonding tile is used as standard construction in the front wall, preventing a tendency to spring inward. This is also used in side walls when needed. Again, the new design provides for only two legs to the center support in the battery wall instead of three, as formerly. Special means are also provided in battery settings for access to inspect the inside mud drum heads. Besides this redesigning of the boilers, the reclassification of them has reduced the number of classes and consequently reduces manufacturing cost, incidentally also lessening the amount of materials to be maintained on hand, and the number of boiler parts. Fewer standards, interchangeability of parts and other manufacturing advantages will all tend to bring about flexibility of output and to expedite shipments. A great stride forward as to simplicity of manufacture has been accomplished, in addition to benefits to the boilers themselves, and with resulting advantages to their users.

President Harding Urges Road Maintenance. *He says—*



"I KNOW of nothing more shocking than the millions of public funds wasted in improved highways, wasted because there is no policy of maintenance. The neglect is not universal, but it is very near it. There is nothing the Congress can do more effectively to end this shocking waste than condition all Federal Aid on provisions for maintenance. Highways, no matter how generous the outlay for construction, cannot be maintained without patrol and constant repairs."

EXTRACT FROM FIRST MESSAGE
TO CONGRESS, WASHINGTON, D. C.
APRIL 12, 1921



Road patrol maintenance crew patching improved road with "Tarvia-KP"

Tarvia

*For Road Construction
Maintenance and Repair*

New York
Detroit
Salt Lake City
Johnstown
Elizabeth

Chicago
New Orleans
Seattle
Lebanon
Buffalo

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Birmingham
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The *Barrett* Company

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THE BARRETT COMPANY, Limited:

Montreal

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Vancouver

St. John, N. B.

Habits, N. S.

1920 AUTOMOBILE INDUSTRY \$3,594,814,620.

Registration of Motor Vehicles Show Gain of 22 Per Cent. Over Figures for 1919.

New York, May 6—[Special.]—The total wholesale business of motor vehicles, parts, tires and accessories in 1920 amounted to \$3,594,814,620, according to "Facts and Figures," 1921 edition, just issued by the National Automobile Chamber of Commerce. Included in this total are car and truck sales amounting to \$2,232,927,678; parts and accessories, \$725,000,000, and tire and replacement business of \$636,750,000.

It is shown that 3,000 motor vehicles are used by farmers; 100,000 by doctors; 30,000 by state governments; 10,000 by municipalities; 12,000 by rural schools; 4,000 by packing houses, several thousand by the post office department, and thousands more by telephone companies, salesmen, bus lines and other commercial and professional activities.

Closed bodies formed 17 per cent of the passenger car production of the current year as compared with their 10 per cent place in the 1919 output. The total number of vehicles produced in 1920 was 2,205,197, of which 322,039 were motor trucks and 1,883,158 were passenger cars, a gain of 12 per cent over 1919 in total motor vehicle output.

Automobile registration in the United States for 1920 totalled 9,211,295 or 22 per cent more than 1919. Approximately 990,000 of these vehicles were motor trucks. South Dakota now has one automobile for every five persons, Iowa one for every five and a half, and Nebraska one for every 5.9. New York leads the list on the basis of gross registrations, totalling 670,290 (calendar year figures). West Virginia showed the greatest percentage growth by adding 61 per cent to her 1919 record. Ohio was the banner state from the standpoint of numerical increase, adding 110,359 cars and trucks.

Exports formed a larger part of the automobile business than ever before, having $7\frac{1}{2}$ per cent of the total output as compared with 4 per cent the year before. The total number of motor vehicles exported was 170,765, or more than double the 1919 figures of 82,652. United Kingdom, British India, Canada and Cuba were the largest buyers.

The automobile today pays more special taxes than any other industry. Total levies assessed upon the automobile exceed \$316,720,000. Over \$148,000,000 of this is in Federal taxes, a sum large enough to cover the Federal Judiciary, Congressional and Executive expenses, as well as the costs of the Department of Interior, Commerce, Treasury, Justice, Labor and Agriculture, plus the expense of the Diplomatic and Consular Service.

Remarkable gains were made in fuel supply during the current year. Although threatened with a shortage in the Spring, production was increased to a point where it reached 4,882,546,699 gallons of gasoline for the year, being an excess of 626,118,674 gallons supply over the demand.

Increasing Use of Motor Trucks in Mining.

Motor trucks for use in connection with mining operations of all kinds are steadily gaining in popularity, according to F. W. Fenn, secretary of the National Motor Truck Committee of the National Automobile Chamber of Commerce. The fact that 2,000 coal mines in this country are without railroad connections is causing the mine owners to turn to the use of motor trucks, Mr. Fenn declares.

A tremendous saving of time results from this utilization of motor vehicles as is instanced in the story told by

one mine owner. His record for his two-ton truck showed that it loaded an average of seventy-two tons in four and one-half hours. Three or four teams would have been required to do the same amount of work.

The location of the mine and the handling facilities will cause an appreciable difference in operation costs. In general, however, it is stated that trucks lower these costs 28 per cent.

A list of some of the uses to which motor trucks can economically be put in mining is presented by Mr. Fenn, as follows:

- (1) Hauling, in the case of coal from mines direct to consumer, where conditions make it possible. This releases coal cars for shipments to points at greater distances than the motor truck working radius.
- (2) Hauling of ores for mines with small production to the railroads for shipment.
- (3) Hauling away the top earth when stripping for an open mines.
- (4) Hauling supplies, machinery and repair parts from local station or supply store.
- (5) Hauling mine props and timbers from nearby timber land or other source of supply.
- (6) Hauling commissary supplies, where a commissary is maintained.
- (7) Mine rescue when emergency arises.
- (8) Transporting employees to and from mine.

New South Texas Oil Well Promising.

Zapata, Texas, May 9—[Special.]—Hundreds of oil men have visited the discovery well of the Mirando Oil Company, situated in the northeast corner of Zapata county, about twenty miles from here. It is the expressed opinion that the bringing in of this well is the biggest event that has taken place in the oil industry in Texas for more than a year.

In the preliminary test the well showed a production of 400 barrels a day. Working at its full force the pump, it is said, would show the well to have a production of about 1,000 barrels a day. The drill is only 30 inches in the pay-sand. The earlier report as to the grade of the oil proves to have been an error. An analysis shows that it is 42 gravity, with paraffine base. This places it above any other light crude oil in Texas, it is asserted.

There is much activity in securing leases for many miles around the well. Locations have been already made for twenty wells in proximity to the discovery well.

The Normal Oil Corporation of New York and Laredo, Texas, which recently took over the group of shallow wells, situated in this county, near the Starr county line, about 20 miles south of the well of the Mirando Oil Company, is preparing to drill a deep test near its shallow production and also to drill several wells upon a lease that it owns near the Mirando well.

Construction of a pipe line from the well of the Mirando Oil Company at Bruni, on the Texas-Mexican Railroad, 15 miles, it will be started as soon as the necessary material can be obtained. To provide water for future drilling operations a 4-mile pipe line is being built to the new field.

The significance of the discovery is that the well is in a region more than two hundred miles from the nearest commercial production of much importance; also that it is within about 325 miles of the big oil fields of the Gulf Coast region of Mexico, and further that the oil is of a higher grade than any heretofore found in the mid-continent territory. The depth at which the oil was struck, only 1,423 feet, is an important factor in the prospective development of the new field.